TECHNOLOGY DEPT.

DECEMBER 15, 1950

# The Autocar

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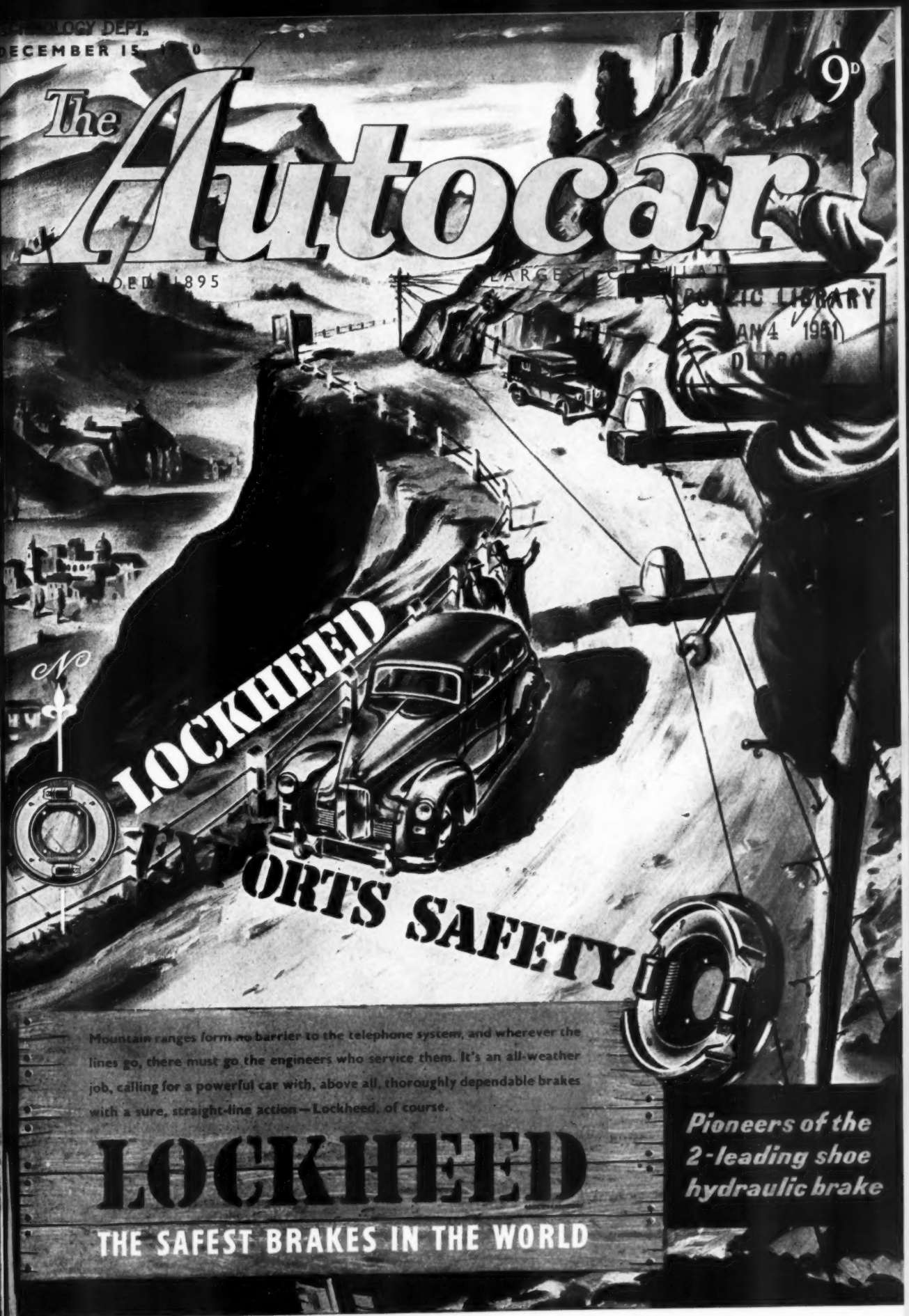


AUTOMOTIVE PRODUCTS COMPANY LTD. LEAMINGTON SPA

*HIGHWAYS AND HIGHWAYMEN* *Thomas Dun*

# *'He swam for his life . . but was finally overcome'*

Thomas Dun, murderer and highwayman, caused travellers to fear the road between St. Albans, Dunstable and Towcester. For over twenty years he was successful in his wicked life, but one day when he happened to be alone he was set upon by a large number of country people armed with clubs, forks and rakes. They chased him until he reached a river, where he disrobed, and, taking his sword between his teeth, swam for his life. But the people took to boats and belaboured him with their oars. In spite of his great courage, he was finally overcome and tried and convicted at Bedford. These picturesque scoundrels, who once made travelling an ordeal, are dead and gone. But to-day, thanks to John Boyd Dunlop's invention of the pneumatic tyre, we can travel in safety and comfort past the places that once echoed to the dreaded cry of "Stand and Deliver!"

THIS PICTURE WAS SPECIALLY PAINTED BY HENRY SEABRIGHT FOR THE DUNLOP RUBBER COMPANY LIMITED

## R.A.C. TOURIST TROPHY RACE September 16

| | | | |
|---|---|---|---|
| TOURIST TROPHY | *STIRLING MOSS* | JAGUAR | *75.15 m.p.h.* |
| CAR COVERING GREATEST DISTANCE | JAGUAR *driven by* | *STIRLING MOSS* | *225.452 miles* |
| OVER 3 LITRE CLASS | | JAGUAR | |
| 3 LITRE CLASS | | ASTON MARTIN | |

## DAILY EXPRESS MEETING, SILVERSTONE August 26

### PRODUCTION CAR RACE

| | | | |
|---|---|---|---|
| DAILY EXPRESS TROPHY | *A. ASCARI* | FERRARI | *83.72 m.p.h.* |
| 3 LITRE CLASS | *J. DUNCAN-HAMILTON* | HEALEY | *79.92 m.p.h.* |
| 2 LITRE CLASS | *A. ASCARI* | FERRARI | *83.72 m.p.h.* |
| 1½ LITRE CLASS | *G. A. RUDDOCK* | H.R.G. | *71.78 m.p.h.* |
| 500 c.c. CLASS | *STIRLING MOSS* | COOPER | *79.87 m.p.h.* |

## ULSTER TROPHY HANDICAP August 12

*A. POWYS-LYBBE* · ALFA ROMEO · *76.27 m.p.h.*
*(FASTEST LAP)* . *78.81 m.p.h.*

## B.A.R.C. MEETINGS, GOODWOOD

| | | | |
|---|---|---|---|
| 3rd EASTER HANDICAP | *J. DUNCAN-HAMILTON* | MASERATI | *76.35 m.p.h.* |
| 1st WHITSUN HANDICAP | *B. de LISSA* | M.G. | *73.09 m.p.h.* |
| 2nd WHITSUN HANDICAP | *G. A. RUDDOCK* | H.R.G. | *70.09 m.p.h.* |
| 3rd WHITSUN HANDICAP | *B. de LISSA* | M.G. | *76.06 m.p.h.* |
| 3rd SEPTEMBER HANDICAP | *J. DUNCAN-HAMILTON* | MASERATI | *75.80 m.p.h.* |

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*ANGLO-AMERICAN OIL COMPANY LIMITED 36 Queen Anne's Gate, London, S.W.1.*

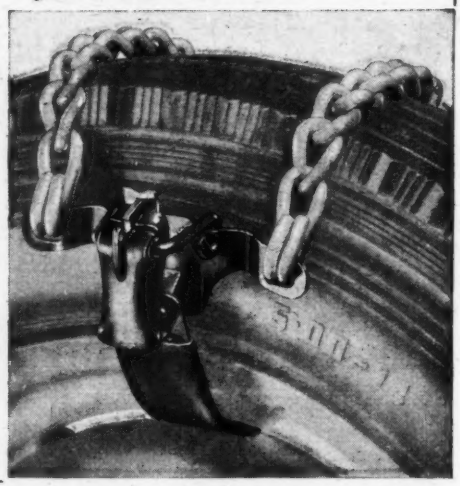
# JAY-BEE do it again!

## New Chains for New Type Wheels

Fit JAY-BEE'S and avoid the Lord Mayor's dilemma!

"EITHER YOUR CHAIN OF OFFICE GOES ROUND THAT WHEEL, YOUR WORSHIP, OR WE STAY HERE ALL NIGHT."

*Get them now and be prepared*



More rapidly attached than any other — no tools required. No possibility of stretching or working loose. Made from heavy gauge, hardened, non-rust steel.

| Tyre Sizes | Price |
|---|---|
| UNIVERSAL MODEL | |
| No. 2 medium, 4.50 to 5.25 .. .. | 9/- each |
| No. 3 heavy, 5.50 to 6.00 .. .. | 10/- each |
| No. 4 extra heavy, 6.25 to 7.00 .. | 11/- each |
| (8 chains per set—4 per wheel.) | |
| COMMERCIAL MODEL | |
| No. 5 commercial, 32 x 6 .. .. | 17/6 each |
| No. 6 commercial, 34 x 7 .. .. | 19/6 each |
| No. 7 commercial, 36 x 8 .. .. | 21/6 each |
| (6 chains per set—3 per wheel.) | |

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THE ORIGINAL ALL-METAL BRACELET TYPE NON-SKID. UNIVERSAL MODEL

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Fully Guaranteed. For regular use of Starter and Lights.

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| A | 6 | 55 | 6 7/32x6 13/16x9¼ | 66/6 |
| G | 6 | 57 | 7 5/16x6 13/16x7¼ | 72/- |
| L | 6 | 69 | 8¾ x 6 13/16 x 7¼ | 89/- |
| O | 12 | 58 | 11 x 6 13/16 x 9¼ | 135/- |

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1 pint 6/6. 1 quart 13/-. Post and packing 1/-. Amount required—1 pint Glycol to 4 Pints Water.

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250 hours at one filling. Paraffin fuel. Each **16/-** Post 1/-.

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For OVER 20 YEARS THOUSANDS OF SATISFIED MOTORISTS HAVE USED ONLY—

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1 Gallon tins 6/9. Post 1/6.

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All models, both 6 and 12 volts.
Sup. mod. to charge at 4 amp. ea. **138/6**.
Packing and carriage 1/6 each.

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Complete with handle. **11/6** Post and p'k'g 1/-.

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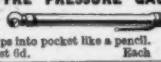

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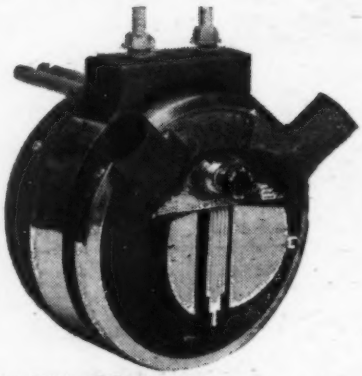

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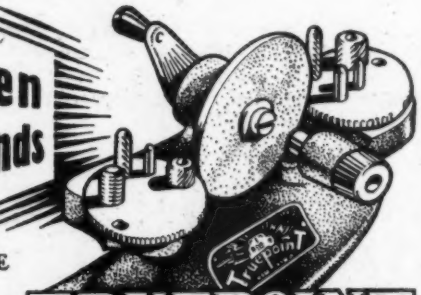


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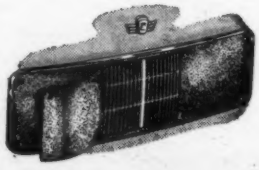

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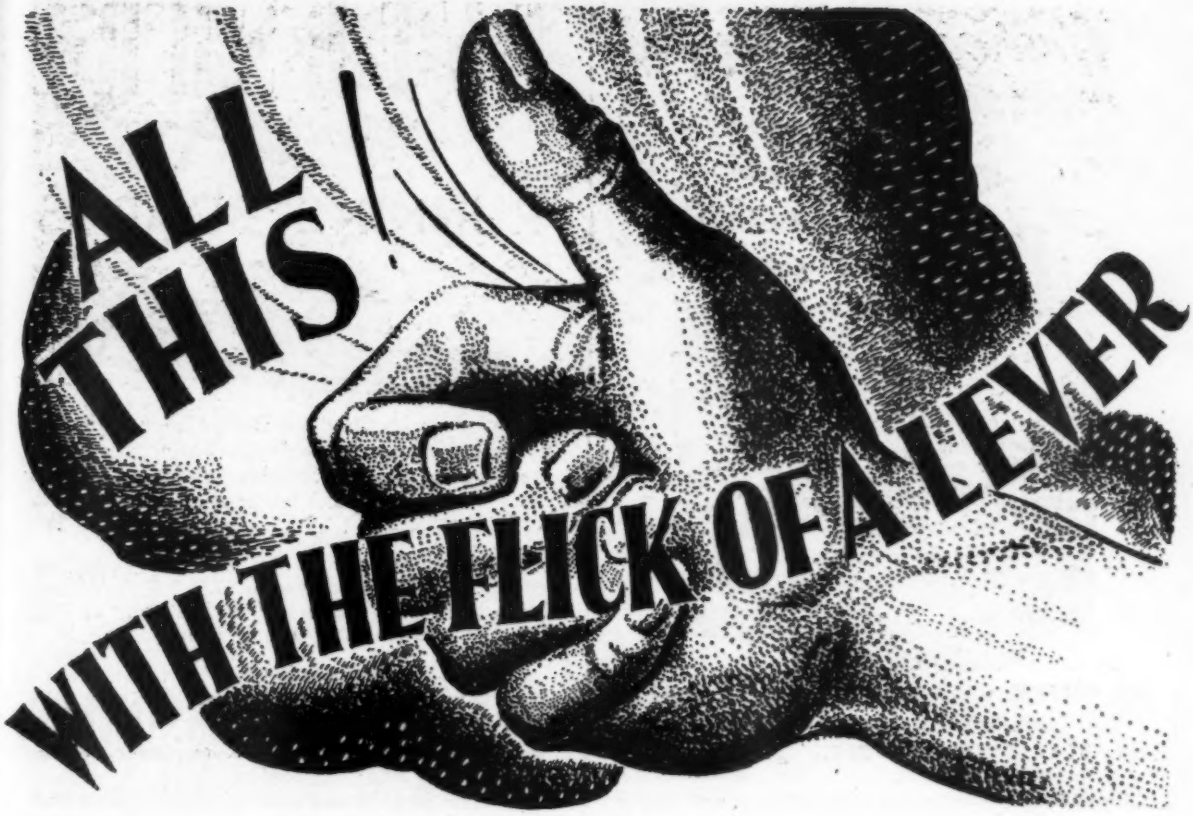


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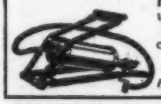

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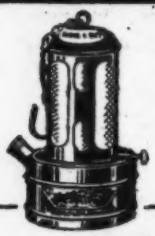

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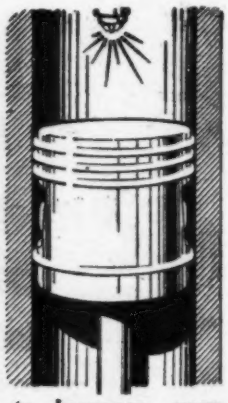

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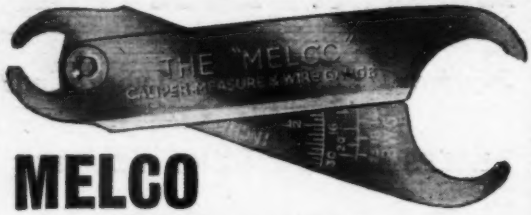


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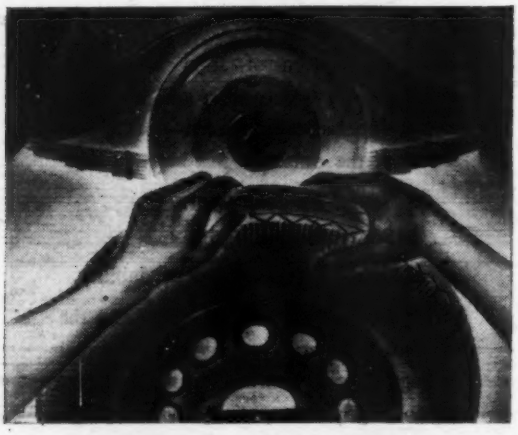

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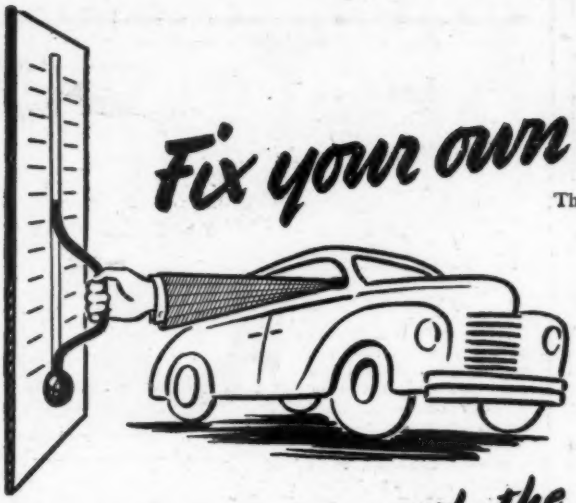

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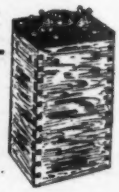

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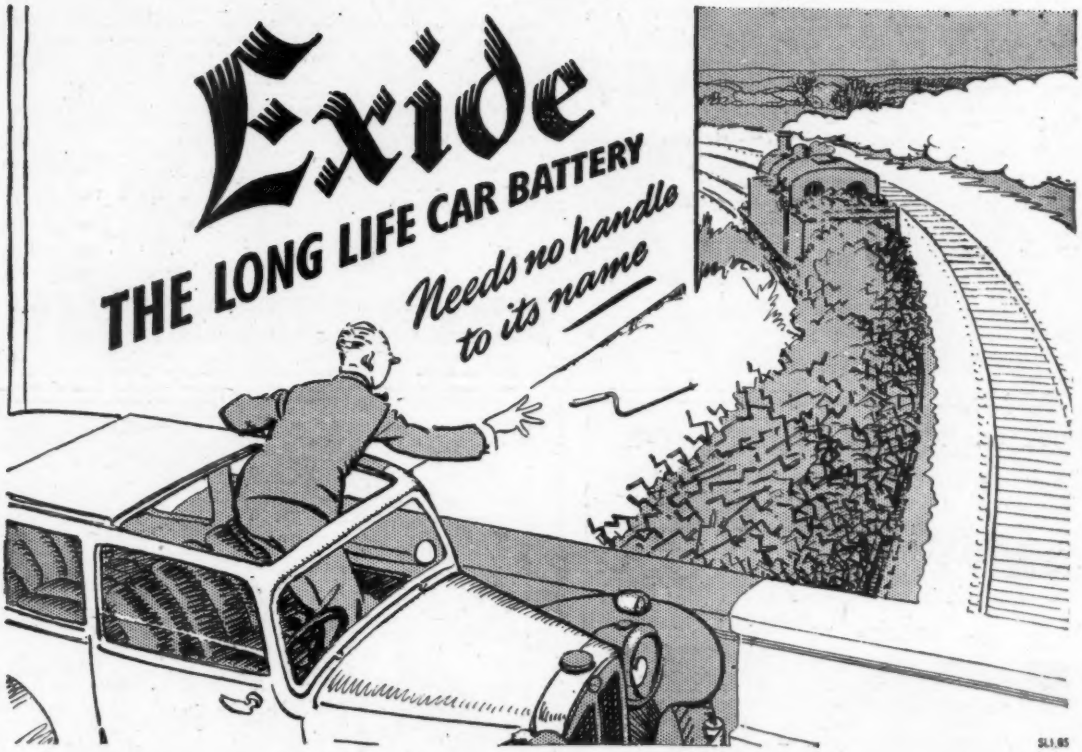


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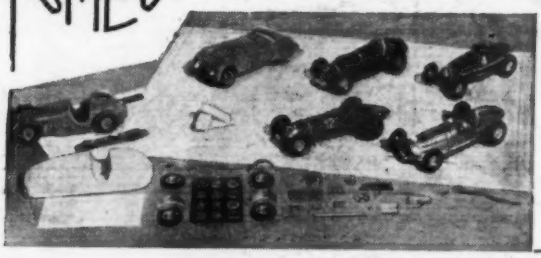

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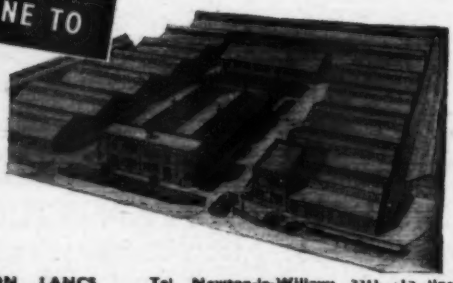

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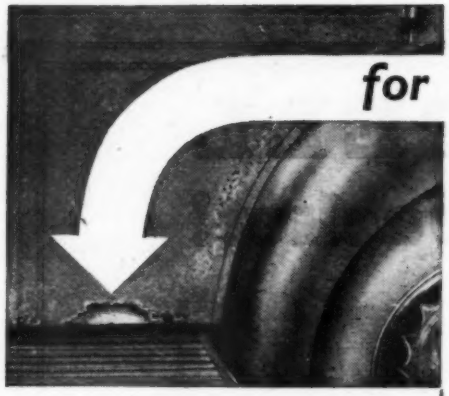

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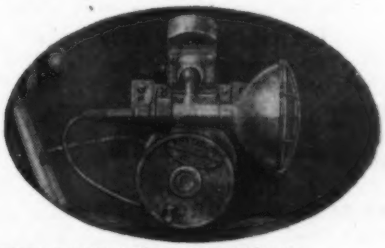

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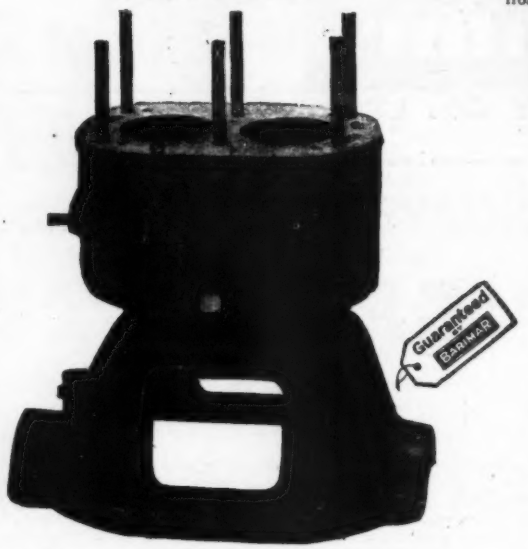


SARAH GRAND, famed traveller of an earlier generation, once lectured on the topic of "Things we forget to remember." Here, surely, is a warning to those entrusted with water-jacketed cylinders when the temperature falls, when the rime is on the hedgerows.

In the case of this pair of air compressor cylinders, someone forgot to drain off the water at night, though the drain plug was there to remind him! That someone "took a chance," with the result that expanding ice forced a triangular piece from the thin metal of the water-jacket.

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## In This Issue

*Disc or Drum Brakes?* .. 1258
*Disconnected Jottings* .. 1261
*Maintaining the Lustre* .. 1262
*Saving Labour* .. .. 1265
*Service Viewpoint* .. 1266
*ROAD TEST: Overdrive Vanguard* .. .. 1267
*Winter Equipment* .. 1270
*Byways in Airedale* .. 1275
*Talking of Sports Cars* .. 1277
*Correspondence* .. .. 1279
*New York Notebook* .. 1281
*Weekend Events* .. 1283
*The Sport* .. .. 1284

The Autocar
FOUNDED 1895

No. 2872 FRIDAY, DECEMBER 15, 1950 Vol. XCV

# Drum Into Disc?

ON the following pages news is given of the most recent application of disc brakes to road vehicles, and their advantages over the normal drum and shoe assembly are discussed. In brief they give increased frictional area and better heat dissipation—two features not to be sneezed at when higher speeds and unhelpful frontal body design are landing shoe brakes in difficulty. While the orthodox brake is still capable of giving first-class service under all normal road usage, the application of rigorous testing methods shows that brake fade—a condition in which the liquefaction of lining elements is believed to form a lubricant between lining and drum—is nearer than it used to be.

At the moment the disc brake, like most innovations, is more expensive than the system which it seeks to supplant, and designers of shoe brakes are reacting to the challenge with improved orthodox methods. The popularity of the self-wrapping shoe has declined somewhat, and hopes are currently centred in the more stable performance of the trailing shoe, assisted by servo operation to supply its needs in terms of pressure at the lining.

The problem of braking might well be reiterated in order that its nature shall be clearly understood. It is to provide the maximum deceleration consistent with safety for the occupants of a car, and by methods and materials that will continue to provide this figure—something in the neighbourhood of 0.75g—over periods of continual use. A moment's thought will show that this is no easy matter owing to the incidentals that intrude to upset theoretical calculation. A few of them are tyre and road conditions, atmospheric temperatures and humidity, and variations of the brake materials. How far such factors affect braking will be shown in articles to be published subsequently in this journal, although it is immediately obvious that the adhesion between tyre and road is all-important. Without adhesion the best brake is useless, and in this context the reminder may be necessary that locked wheels never represent the maximum obtainable value of g.

# Escape Route for Dazzle?

AN almost casual aside in the second of the three Cantor lectures, by Dr. W. H. Glanville, on road safety and research, may point the way to the final escape from the dazzle danger. The Director of Road Research, having explained that polarized light gave a complete answer to the problem, said that it was hoped that success would result from its application to a three-lamp system.

The significance of this statement can be appreciated by reconsidering the drawbacks of polarized head lamps. They must be of extreme brilliance, thus dazzling pedestrians and cyclists badly. They must be viewed through polarized screens, and their adoption by road traffic must be complete for success. This poses an almost insuperable problem of supply, complication and expense.

The third lamp reduces this problem to measurable dimensions. In this system, only the "pass" lamp would be polarized, and the meeting drivers would employ a polarized vizor instead of a full screen; the operation of the dip-switch would extinguish the head lamps, switch on the polarized pass lamp, and interpose the polarized vizor between the driver's eyes and the road.

Conversion of existing vehicles to such a system is not insuperably difficult; the brilliance of the polarized third lamp is not long inflicted on other road users, and in any case it could be designed with a sharp horizontal cut-off; finally a small polarized vizor can easily be made and fitted. As we remarked before, when disclosure of the new system would merely have embarrassed the experimenters, the Road Research Laboratory is working on a very promising line, and everyone will wish it success in its ultimate specification for anti-dazzle.

# Drum or Disc?

## POSSIBLE DEVELOPMENTS IN DESIGN WHICH MAY RESULT FROM THE SEARCH FOR INCREASED EFFICIENCY IN BRAKES

by A. G. Douglas Clease, B.Sc., A.M.I.Mech.E.

ACHILLES heel of the modern high-performance car is its braking system. The number of production models capable of a genuine speed of 100 m.p.h. or more is increasing, as recent production car races and record runs at Montlhéry have proved. Such cars may seldom or never attain the magic three-figure speed on our antiquated and inadequate British roads, but one of their attractions is their ability to attain lesser, but still high, speeds rapidly. Speeds of 80 or 90 m.p.h. are, in fact, cruising gaits to such cars and, indeed, to an appreciable number of other cars not quite capable of the genuine century, and these may frequently be momentarily attained.

Such performance in the attainment of speed must be matched by the ability to reduce speed. The focus is, therefore, on brakes, which are having a hard struggle to keep pace with performance capabilities. There are very good reasons for this state of affairs, because the conditions which make for efficient and consistent braking have deteriorated greatly. Contrast the modern car with a high-performance car of the between-wars period. The older vehicle had wire wheels, of large diameter, with small-section tyres, and wings which served only to stop the mud thrown off the tyres. The brake drums were of relatively large diameter and were well exposed to the air.

The modern car has disc wheels, of smaller diameter, with larger section tyres, and the wings have become vast domes of sheet metal which almost hide the wheels from sight. In extreme cases the wings may have side valances so that only the small lower arc of the wheel and tyre is visible. In effect the brake drums, which are probably not more than 12in diameter, are efficiently shrouded from the air stream which should be passing over them.

It says much for the manufacturers of brakes and brake linings that they have managed to give us such good braking under such unfavourable conditions, because the one essential for efficient and consistent brakes is that the heat generated when the shoes are applied to the drums shall be rapidly dissipated. The amount of heat generated in braking is very considerable, and it can be calculated without difficulty if the weight of the car and its speed are known. For example, if a car with a laden weight of 3,600 lb (just over 32 cwt) is braked to rest from a speed of 60 m.p.h., the heat generated will be 555 B.Th.U.s, which is sufficient to bring 2¾ pints of water at 56 deg F to boiling point. From 80 m.p.h. the heat generated will be sufficient to bring five pints of water at the same temperature to boiling point.

So much for the amount of heat generated. Its effect must obviously be to raise the temperature of the brake drums and shoes, and of the drums more than of the shoes, because the brake linings, from their very nature, are poor conductors of heat, and as the heat is generated at the surface of the lining it will not easily reach the shoe.

Let us follow the sequence of events from starting off with cold brakes. The first brake application will raise the drum temperature by, say, x degrees, the heat generated at the face of the drum gradually passing throughout the metal of the drum. If no other brake application is made the drum will lose heat to the air, but the rate at which it does so will depend upon the air stream reaching it.

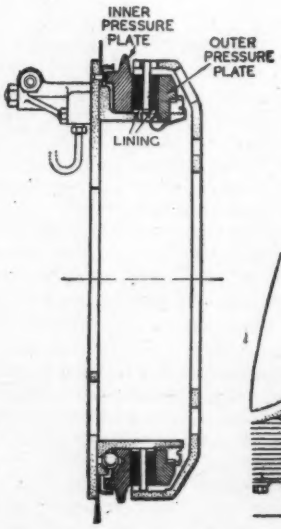
When the next brake application is made the drum may still be at, let us assume, $x-10$ degrees, and after the brake application its temperature will have become $x-10+x$, or $2x-10$, assuming that the two applications were of equal severity. It is easy to realize, therefore, that repeated brake applications in a short period of time will result in a build-up of heat, the drums attaining a considerable temperature, and 600 to 700 deg F is not exceptional.

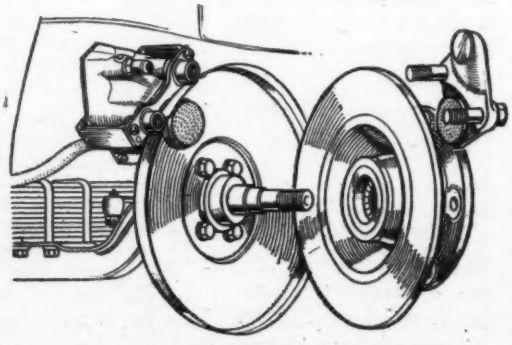
The drums themselves have a bearing on the matter, because the more massive the drum the more heat it will absorb before reaching a given temperature. Brake drums, however, have to be designed with other considerations in mind. They represent unsprung weight, and they are also masses which have to be accelerated and decelerated, like the engine flywheel. While it helps from the thermal point of view to have thick, massive brake drums, it is desirable from the mechanical angle to have them as light as possible. Actually the drums are usually of cast iron or pressed steel, but light alloy drums with iron or steel liners are used in a few cases, although they are naturally more expensive and there are technical difficulties in manufacturing them.

However, the fact has to be faced that brake drums can become very hot. This has various undesirable effects, one being that the drum expands and, therefore, causes the clearance between drum and lining to increase, the result being a loss of efficiency in the braking system. Just as if, in fact, the brakes needed adjustment.

Another effect is that with increase

### GIRLING and CROSLEY



**A Girling disc brake (left) was evolved in 1938 and used on Daimler armoured cars. Use is made in this brake of balls within a ramped recess, between back plate and inner pressure plate, to give a self-energizing action.**

**The American Crosley Hydra-disc (below) is an adaptation of the Goodyear-Hawley aircraft brake. The back plate is stationary and the cast iron disc is squeezed between the two circular friction pads which are hydraulically operated.**

in temperature the coefficient of friction of the brake lining decreases, this being the phenomenon known as "fade." It seems to be general that the linings with a high coefficient of friction suffer most in this respect. When fade is experienced the driver finds that he has to apply much more pressure on the brake pedal, and even then the braking will be noticeably less efficient. Brake linings with a relatively low coefficient which is much less adversely affected by temperature increase have been developed, but while these give more consistent braking they entail the expenditure of more energy on the pedal, or the leverage of the operating gear to be increased, which may not be a feasible solution.

Brake designers at the present time obviously have a difficult task. Improvements in drum brakes are constantly being made, in the arrangement of shoes, in the characteristics of the linings, in providing automatic adjustment so that the shoes can follow the thermal expansion of the drums, and in the operating gear so that the energy applied to the pedal is stepped up in its transference to the shoes. But in the important matter of brake cooling little progress has been made, and it seems that with present design of brakes and present body styling little improvement can be hoped for.

Attempts have been made to ameliorate conditions by forming vanes on the drums, by fitting forward-facing air scoops to the back plates, and by fitting air ducts in wings to direct an air stream around the drums. These measures have not hitherto proved sufficiently effective, because what is required is a considerable flow of air over the actual path of the linings in the drums.

To arrange a forced-air draught to the interior of the drums, or water-cooling of the drums, would lead to considerable complication and expense. Attention is, therefore, being directed to another form of brake, the disc. Disc brakes are being used on aircraft, but the braking problem of a landing aircraft is very different from that of a car. The aircraft brakes have to be applied only once, to bring the aircraft to rest. The brakes then have plenty of time to cool down. The car brakes may have to be applied many times before they have had a chance to lose the heat generated by the first application.

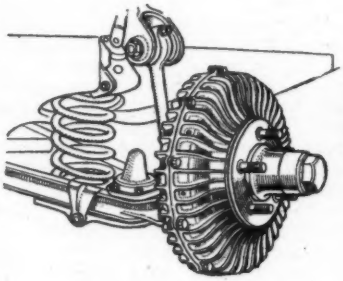
In the U.S.A. a disc brake has been developed for the large Chrysler known as the Crown Imperial. In place of the normal drum there is a finned cast iron housing formed in two pieces bolted together. This is attached to the wheel hub. Within this housing are two pressure plates carrying the friction material and they are mounted on a spider attached to the axle. The inner plate has two single-acting hydraulic cylinders, the pistons bearing against lugs on the outer plate, which is capable of some rotational movement. Between the two plates are six steel balls located in pockets which form ramps.

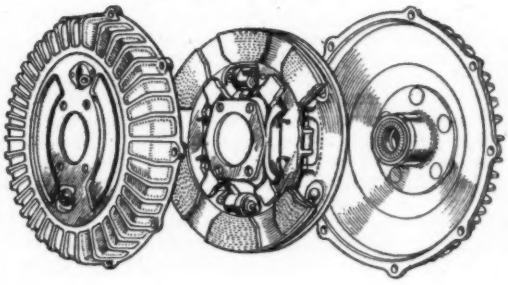
When the brake pedal is depressed the hydraulic cylinders cause the outer plate to rotate slightly, and the action of the balls in their ramped sockets accordingly forces the plates apart. Thus the friction linings are brought into contact with the sides of the rotating housing. As the outer plate can be carried round slightly by the housing there is a self-energizing effect. On the front brakes the self-energizing effect is given for forward motion only, but in the rear brakes it is arranged for both forward and reverse motion. This is done in simple manner by anchoring the inner plate during forward motion, the outer plate being self-energizing, and by anchoring the outer plate during reverse motion, the inner plate then being free to rotate and therefore self-energizing.

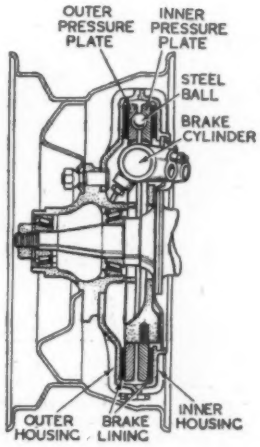
It is claimed for the disc brake that it has greater heat dissipating ability. Figures for the disc brake are an outside diameter of the lining path of 12in and an inside diameter of 9in, giving an area of 99 sq in of swept surface. The six lining segments have 66 sq in of surface. A comparable drum brake of 12in diameter and 2in width, with 120 degree linings giving 50.4 sq in of lining surface, has 75.3 sq in of drum-swept surface. The disc brake, therefore, has 31 per cent more housing-swept surface and 30 per cent more lining surface. Another advantage is that thermal expansion of the housing is small in the direction that matters. The housing is also mechanically stiffer under the pressure of the two separating plates than is the normal type of drum under the action of two expanding shoes.

A disc brake has also been adopted on the Crosley car produced in the U.S.A. This is known as the Hydra-disc and is an adaptation of the Goodyear-Hawley aircraft brake. The stationary backplate has behind it an hydraulic cylinder which moves a circular friction pad outwards against a cast iron disc carried by the hub assembly. An extension of the bracket carrying the hydraulic gear also carries a similar friction pad which makes contact with the other side of the cast iron disc, which is, therefore, sandwiched between the two friction pads when the brake is applied. The small size of the friction pads is a notable point, because, obviously, so much of the disc is left exposed to the air, which is naturally advantageous in allowing heat to be dissipated.

A disc brake developed by the Dunlop Aviation Division is interesting, although, as has already been stated, the braking problem is different in aircraft. In the Dunlop disc brake there are two pairs of concentric rings, the outers keyed to the wheel rim and the inners to the wheel hub, so that they rotate with the wheel. A torque plate, corresponding to the backplate of a car brake, is carried by the axle of the undercarriage and is stationary. The friction lining is in the form of pads of a special composition, and these pads are carried on projections from the torque plate which pass between the concentric rings. There are three pairs of pads, located on each side of the rings, so that the assembly is analagous to a double-decker sandwich, the fric-








**CHRYSLER**

**The assembled disc brake (left) developed for the big Chrysler model, the Crown Imperial; the finned housing is of cast iron. (Centre) The Chrysler disc brake housing is in two halves. Inside are two pressure plates carrying the linings, mounted on a spider attached to the axle. In section (right) the arrangement of the braking surfaces of the Chrysler brake can be seen. The steel ball assists the self-energizing effect.**

## *Drum or Disc?* . . . . . continued

tion pads representing the bread and the rings taking the place of the meat or other filling.

On the torque plate there are mounted two hydraulic cylinders, the piston rods of which pass through the projections carrying the friction pads and are attached to an outer plate, so that when hydraulic pressure is applied the sandwich is squeezed tightly together. The rings are of copper with a hard chrome surface, and under extreme test conditions may attain a bright red heat in about five seconds. As a considerable proportion of the area of the rings is unobscured by the friction pads and torque plate it is accordingly exposed to the air, so that the brake is adequately ventilated. This feature, however, cannot well be obtained on a car, because it would be exposed to dust and mud, which greatly complicate the problem of ventilating car brakes.

The disc brake is by no means a new idea. The A.C. car of the early 'twenties had a disc brake on the end of the overhead worm final drive. Disc brakes for certain special-purpose Service vehicles were also developed during the war. Indeed, a Girling disc brake was being evolved in 1938, and was put into production in the early days of the war; it was used on the Daimler armoured car.

In this case the brake was not developed to overcome thermal problems but because of dimensional considerations, the space within the brake which would have been occupied by the shoes and operating mechanism of a normal drum brake being required for other purposes. In this brake, it should be noted, use is made of balls within a ramped recess between the back plate and the inner pressure plate to give a self-energizing action, the inner plate being capable of a slight rotational movement.

The outer pressure plate is also carried by the backplate, and the friction linings and the disc to which they are attached are supported by a drum, so that externally the appearance is that of a normal drum brake. Actuation is by two single-acting hydraulic cylinders on the upper part of the backplate, the pistons of which push the inner pressure plate outwards, thus compressing the disc and linings between the inner and outer pressure plates. As the inner plate can rotate slightly under the drag of the disc it does so, the action of the balls in their ramps accordingly increasing the compressive action. The balls are arranged in two groups of five in the lower part of the backplate, diametrically opposite to the two hydraulic cylinders.

The Chrysler disc brake is admitted to be too expensive for lower-priced cars in its present form, but it may prove to be economically suitable for the more expensive high-performance cars, on which the braking problem is most pressing. On the other hand the designers of drum brakes are by no means convinced that they have yet reached a dead end. The latest Girling two-trailing shoe Autostatic braking system, described in *The Autocar* of November 17, is evidence of that, and it is fundamentally less temperature conscious than the two-leading shoe brake.

The use of power mechanisms, such as the Clayton Dewandre servo, in conjunction with two-trailing shoe brakes must also be mentioned. It must, of course, add to the cost of the braking system, but it is one means of obtaining a greater pedal effort than the driver can comfortably exert, so that lining fade can be dealt with from that angle. Rolls-Royce and Bentley cars have for years, of course, employed a mechanical servo for brake actuation.

Improvements are also still possible both in brake linings and in the drums. Linings which do not fade until a higher critical temperature is reached may be developed. Drum design may give improved heat dissipation, by means of bi-metal construction, cooling ribs, or means for air to circulate within them. Indeed, the challenge of the disc brake may have the result of opening up new lines of thought on the drum brake.

# UTILITY CARS CARRYING GOODS: KEEPING RECORDS

LAWYER-ON-WHEELS writes:—Not all of us use our cars for sidling along the lanes on sunny days, and here is a brief warning to those who use utility cars as goods vehicles. The Goods Vehicles (Keeping of Records) Regulations, 1935, require records to be kept of the journeys made by goods vehicles. Regulation 6(3)(a), however, exempts from this duty goods vehicles "used in the business of agriculture" (unless on a journey taking the vehicle outside a radius of 25 miles from base). In Leach v Cooper (W. C. M.), Ltd., the Divisional Court decided last January that a person engaged in the business of a wholesale greengrocer cannot claim to be using a vehicle "in the business of agriculture," so as to be entitled to exemption from record-keeping for the journey, when he sends it to collect a load of broccoli which he, the greengrocer, has contracted to buy from the farmer. True, the contract required the defendant greengrocers themselves to cut the broccoli, but the point was that it had not been grown by them, but by the farmer. The case is of general guidance to those of us who, to put it widely, use utility cars for business purposes, in that Lord Goddard, the Lord Chief Justice, made it clear that the regulations give the exemption from record-keeping only where the vehicle is owned by the person carrying on the real business of agriculture.

That observation of the Lord Chief Justice shows why, in Maffey v Dabson (July 26, 1949, 65 *The Times* L.R. 491), a farmer was held to be using his utility vehicle in the business of agriculture, with consequent exemption from record-keeping for the journey, when he was using it to deliver to a local hotel a load of green vegetables grown by him on his farm.

## Defective Vehicles: Police Must Particularize Their Allegations

LAWYER-ON-WHEELS writes:—In Simmons v Fowler (April 26, 1950) the Divisional Court gave a decision of interest to owners of vintage cars. Admittedly it is not often vintage cars, but much more probably the miscellany of mobile tinware which throngs the roads, that will exhibit mechanical defects; but it is perhaps more on an old car, whatever its condition, that an over-zealous and under-instructed Ministry of Transport examiner may tend to pounce.

Shorn of technicalities, Simmons v Fowler lays down that, where the police prosecute a man, alleging that his car, contrary to regulation 67(1) of the Motor Vehicles (Construction and Use) Regulations, 1947, is not "in such condition . . . . that no danger is caused to any person . . .," the information must itself specify clearly the respects in which the vehicle is alleged not to be in the required condition.

The case in question concerned a Ford lorry. It was stopped by a policeman and there and then examined by a Ministry of Transport examiner. Immediately after making his examination (which he did under powers conferred on him by the Road and Rail Traffic Act, 1933), the examiner handed the driver a form prohibiting use of the lorry until a certain certificate should be obtained. The form specified the parts of the lorry (which included the hand brake and the steering) which he said were defective.

The informations later preferred against the owners and driver of the lorry simply stated that "certain parts and accessories" were defective, in contravention of regulation 67 (1). The Divisional Court praised the justices for dismissing the informations as not sufficiently specifying the alleged offence, and for rejecting the prosecutor's contention that the information could be read with the notice handed to the driver on the road, and that, so read, it contained sufficient particulars. Any motorist attacked in this way is entitled to have exact particulars of the alleged deficiencies specified in the charge before the justices.

# Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

## *Periodicity*

AN interesting view was expressed to me the other day which I had not before considered. The author—a man who knows his stuff—said that the trend in certain cars to short wheelbases was an effort to bring the pitching frequency as near as possible to the spring periodicity, which results in smoothness of ride. His opinion was that the result was only moderately successful, and he had found that short-wheelbase cars were affected by side winds to a greater degree than those of longer wheelbase. His summing-up at the end of the conversation bears quotation: "Suspension and steering are the matters on which current study is very necessary. The i.c. engine has settled down to a state of knowledge in which everything is formulated. If a designer wants an engine to do a certain job he need only consult the formulæ for his specification. Of suspension and steering this is not true, nor will it be until a lot more work has been done. The engine, in other words, has temporarily outstripped suspension and steering."

Do others agree? I do.

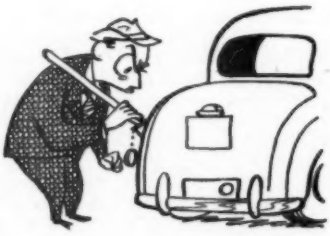
✦ ✦ ✦

## *Stop*

CULLED from the dailies: "A push-button car brake . . . fluid in the brake drums is solidified by an electric current and acts as the brake—B.U.P."

Has the B.U.P., asks a correspondent, omitted an R from its initials?

✦ ✦ ✦



"Enough" petrol.

## *Empty*

ONE virtue of the electric petrol pump was recalled to me the other morning. I was testing the starting capabilities of a small car with a camshaft-operated fuel pump, which had been left in the open during a frosty night. It fired immediately, ran for about twenty seconds, and then stopped. I was quickly convinced that it was not going to fire again. The plugs were dirty but dry, ignition being all right.

Pause for thought. I had been assured that there was "enough" petrol, but I decided that there wasn't, and was right. Ruefully, I remembered the previous wet night and my journey along lonely roads very late; I had only just made it.

My own S.U. pump would have given me the correct information at one go, and for one like myself who frequently drives cars on marginal measures of fuel the tick of the death watch diaphragm is quite handy. Gauges? With due respect, phooey.

✦ ✦ ✦

## *Javelin Throw*

IN Jupiter form, the Javelin struck quite a chord in this motorist's bosom. "It's yours overnight," said the Editor, and The Scribe went off to a flat-four thrum of exhaust. And very enjoyable I found it, weaving through my favourite test bends at a fruity fifty and seeing a top of over eighty on the fast straight that lies between me and work.

The Jupiter has one or two points inviting criticism—what car hasn't?—but it is essentially a happy car, doing what the driver asks with an air of getting as much kick out of it as he does. Its head lamps are magnificent, and as my first journey with it was after dark on a clear, dry night, therein may lie the reason for some of the happiness. The next morning I felt up to notching up the rigours and slid the car under power, once fast on a greasy surface, and next slow on wood blocks and second gear. On both occasions it did just what I asked, thereby earning Scribal gratitude. A most promising newcomer, as, indeed, it has already proved in competition.

✦ ✦ ✦

## *All-weather*

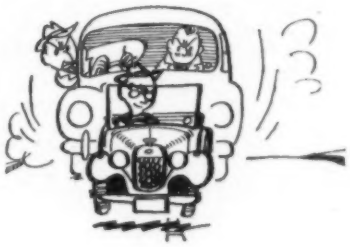
THIS car brought home one point forcibly, and that is the appeal of really good weather-proofing. An open car that has winding glass windows and a substantial hood is a very different thing on a wet night from flappity-flap hood and flippety-flip side screens. The Jupiter belongs to the solid category, and although it had not perfection proofing (for one thing, a ham-handed investigator had pulled off a press-button) it was a lot nicer than some of the sports cars I have driven in the past, which often gave me the impression of being perched on the cross-members of a box kite in a high wind. What is more, the Jupiter would lock in such a manner that it was nearly as well protected as a saloon, an absolutely necessary feature for anyone's everyday car.

Box kite.

✦ ✦ ✦

## *Pet Hate*

THE little man in the little car who deliberately hauls over to the crown of the road to prevent you from overtaking. Night remedy: Drive well in to the left and switch on head lamps—the effect is magical.



Hauls over.

✦ ✦ ✦

## *Bending*

TWO habits cause more congestion than is justified, and I have referred to them before. One is the habit of swinging out before a left-hand turn, which, when you come to think of it, is a mere piece of selfishness and is rarely necessary. The other is the fear of pulling over to the crown of the road when making a right-hand turn. Only too frequently the moron at the wheel fails to pull over sufficiently far to allow following traffic to get by. I am very glad that driving examiners watch these points.

✦ ✦ ✦

## *Civic Zeal*

THE work of Lord Horder on behalf of the Noise Abatement League is well known, and I listened with interest (and with reservations) to his recent lecture to the Royal Society of Arts, entitled, "Cities Without Noise." An amusing anecdote in this lecture concerned his visit to New York in 1936. A campaign was in progress to "Make New York a Quiet City" and Lord Horder was invited to add his name to the proclamation being prepared in the Town Hall. Mayor La Guardia finished his invitation with the words, "I am sending two cops, with sirens, to facilitate your transport." Lord Horder walked to the Town Hall.

# Maintaining the Lustre

## PREVENTION OF "MEASLES" IS BETTER THAN CURE

NEW car owners have complained to this journal that they are troubled by rain spotting on cellulose, or spots of rust appearing on the chromium, too soon in the car's life. Others announce that the long-awaited delivery will shortly be effected and, in view of the poor appearance of those post-war cars which have fallen into the hands of disinterested owners, they want to know in advance the best ways of maintaining a showroom finish.

Cleaning and polishing naturally concern the owner of the "good runner" but he has probably adopted a cleaning technique developed over a period of years into a satisfactory weekend ritual. Even he, however, may like a change, because it is a particularly healthy idea in polishing.

Here lies a secret which has puzzled most people. You polish with X and the results are excellent. The tin is finished and polish Y takes the stage. *Much* better, the car hasn't looked like this for months. Bottle Y is finished, perhaps the car has lost its lustre, so X is chosen again—and, joy of joys, the results are so good that you wonder why you ever bothered with Y. For these phenomena there is a simple explanation, but let it be understood that any suggestions put forward are based on experience rather than laboratory tests.

### Practical Experience

In *The Autocar* garage stands (or sits, according to the time of day) a car groomer who commands special respect because of his efficiency both with staff cars and in the study of the subject over many years; a combination which has taught him how a car *should* be cleaned and what the errors of treatment have been in a model's earlier life. These, surely, are the concern of the individual motorist.

If a car likes a change of polish it is evident that the shine obtained with a new tin is superior to the effects from the dregs of the same tin. It seems, in practice, that many polishes have a slight greasiness of their own which, in time, dims the lustre. A change of polish removes this film and results are much improved until a similar thing happens with the new polish.

In avoiding these conditions water plays a large part: the clean cold water from a hose in preference to half-hearted efforts with a bucket. New cars seem to benefit particularly from a regular hosing, the surface of the cellulose becoming harder and less pervious to weather. The washing process need not prolong the total cleaning time to any great extent, because most liquid polishes may be applied to a wet car with greater ease and sometimes to even better effect. The water has removed mud and dust, the polish is put on lightly, and a rub over with a clean, soft duster when the car is dry should produce a really clean finish with its sparkle undimmed.

It is at this stage that wax polishing is desirable to make the whole job more lasting. In the application of the wax, which must be made to a dry surface, of course, lie several secrets. With well-known solid waxes a damp cloth eases the work of application, the polish being easier to spread and keeping moist for just that extra time which makes such a difference when "rubbing it off."

### Panel by Panel

One panel at a time is all that should be attempted, always working to the "direction" of the panel with straight sweeps rather than a circular motion—and work fast. The circular rubbing frequently produces an unpleasant effect in the form of reflections similar to the rings one occasionally sees round the sun.

As soon as the polish has been applied it should be polished with a similar motion *with a clean, dry and soft cloth*. Liquid wax polishes—which may be sprayed on for economy and speed—produce good results, but the more orthodox waxes have been found to produce a more lasting finish. Elbow grease is the crux of successful waxing and experience shows that any reduction of this distasteful ingredient is apparent in the final result.

Wax polishing, well done, should last from two to three months, the car being washed down with clean water when necessary. This treatment with a wash leather, followed by a light rub with a dry duster, seems to revive the wax. When the wax wears through, ordinary polish should be used to remove any wax still adhering—there are usually remnants left on door panels and other "protected" areas—and the car thus be brought up to standard before re-waxing.

Consideration of the results obtained on any particular car should take into account the colour and nature of the cellulose. Amongst the modern cars, metalescent finish is generally found to be particularly good in retaining a high gloss and resisting any permanent effects from "traffic film." Pastel shades, however, frequently have to be maintained with infinite care if the surfaces are not to bleach or go matt. The bleaching effect is curious. In appearance the surface shine is retained, but underneath the colour loses its depth. Dark colours usually maintain depth and lustre, and a car, for example, with dark green wings and apple green body may be conspicuous for its contrast in brilliant and drab appearance This is worth bearing in mind when recellulosing comes up for consideration.

The worst bugbear among modern cars is the deterioration of the cellulose into a completely matt surface. Again, light maroon and similar shades are usually affected. Unfortunately, although use of a cutting compound may improve matters, recellulosing is more frequently the only "cure." Indeed, so widespread is this affliction that unless it can be completely overcome this journal foresees a swing to darker colours.

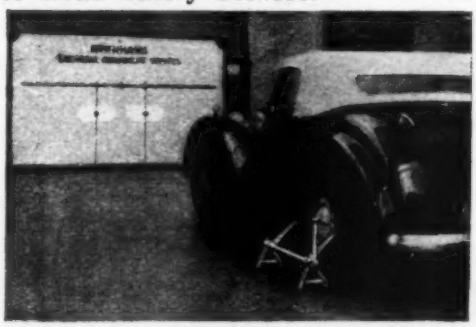
Rainspotting is also more in evidence in lighter colours and is sufficiently prevalent to have become known as "measles"—a disease in its own right and not to be confused with the easily removable rain marks. From observation it appears that the use of wax polishes does not materially affect the complaint, because it is caused by the light shining through the rain spots and bleaching the cellulose. New car owners take note, therefore, that time spent with a leather after the car has been in the rain may be well rewarded (as, indeed, it deserves to be!). Chromium benefits in the same way, being, in some cases, susceptible to rusting as a result of water getting through the pores. Such preventive measures, to which a rub with light oil may be added in the case of chromium, are hard on the busy motorist, but if he is jealous of his car's appearance it is better that he be forewarned. It is frequently suggested, in letters to *The Autocar*, that even if prices of cars had to be slightly increased, such an increase would be welcome if all finishes subsequently called for less attention from private owners, and the implied criticism is just.

Amongst the do's and don'ts of maintaining a showroom finish trees play a part. Many cars have suffered irremovable marks from the effects of parking under trees, such as lime and pine, in the rain. Keep away. And when cleaning, remember the hosing down. The car may *look* clean but dust and grit are almost certainly present and ultimately the surface will suffer.

R. M. C.

**There is no bigger contribution to night driving safety than correctly set Headlamp beams. Hit and miss methods of yesterday are dangerous and will no longer suffice. "NEWNHAMS UNIVERSAL ALIGNMENT GAUGES" (now being supplied to the leading manufacturers and distributors) set Headlamp beams correctly in a matter of a few minutes and in addition to diminishing dazzle to an absolute minimum they invariably increase effective illumination from 25% to 75%.**

**Ask your local garage for further particulars of this additional aid to Road Safety Service.**



*Above illustration shows car in position for headlamp beam setting*

***These Gauges also***

- Speedily check road vehicles suspected of misalignment and ACCURATELY correct to the high standard required by Insurance Engineers.
- ACCURATELY check all road wheels for correct alignment.

***Trade enquiries to***

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# MORE CASTROL SUCCESSES 1950

**BRITISH EMPIRE TROPHY RACE**
1st

**AUSTIN A40**
**36 U.S.A. STOCK CAR RECORDS**
**10,000 MILES IN 10,000 MINUTES**

**500 c.c. 100 MILES RACE**
1st

**GOODWOOD MOTOR RACES**
5 Firsts

**MANX CUP RACE**
1st

**R.A.C. T.T. RACE (2000 c.c. Class)**
1st

**ALL WON ON** WAKEFIELD Castrol MOTOR OIL – the Masterpiece in Oils

# NEWS and VIEWS

## Metals Allocation?

ASKED how he would ensure that the motor industry received its supplies of metals that have become very scarce, the Minister of Supply said that the Government had a scheme in mind for the allocation of scarce materials.

## More Examiners

THERE are now 20 per cent more driving examiners than there were last year, in order to cope with the increase in test applicants since the freeing of petrol.

## "Medi" Air Ferry

A REGULAR air car-ferry service is now in operation between Malta and North Africa. It may be extended to Sicily. The Bristol Freighter aircraft is operated by Air Malta.

## Mark VII U.S. Début

OVER 500 retail orders were taken when big crowds saw the new Jaguar Mark VII on show at the Waldorf Astoria Hotel, in New York. The car was the one shown at Earls Court in October and for which 20 million dollars' worth of orders were placed before the car had been seen in the United States.

## Continental Service

WITH the exception of Christmas Day the s.s. *Dinard* will operate a daily service for motorists between Folkestone and Boulogne from now until March 17, when the summer service begins. The *Dinard* is a British Railways vessel.

## October Production

PRODUCTION of new cars in October was running at a high rate, the total for the month being 45,391. Of these, 24,701 were for export (about 76 per cent), and the total was divided into the following categories, September figures (five-week month) being given for comparison:—

| | Oct. | Sept. |
|---|---|---|
| Up to 1,600 c.c. ..... | 30,215 | 33,291 |
| 1,600 to 2,200 c.c. ..... | 7,506 | 8,365 |
| Over 2,200 c.c. ..... | 7,670 | 7,882 |

## Chrysler Signs Ghia

SIGNOR BOANO, head of the Italian firm of Ghia and designer of their coachwork, has just returned from a visit to Detroit where he concluded an agreement to act as styling consultant for the cars of the Chrysler group. This will come into effect with the introduction of the 1952 models.

## Lights and Mileage

MEMBERS of the R.A.C. may now obtain a booklet of 1951 lighting-up times and table of town to town mileages. It is available from R.A.C. offices without charge.

## Danger Hour

FROM now until March 1 the hour after lighting up time is the most dangerous one for accidents. For this reason the Government will not delay lighting up of street lamps for an hour as a fuel economy measure.

## Yet Another

NEWS that the London and Home Counties Traffic Advisory Committee is about to issue yet another report on traffic congestion suggests that if all the reports on traffic congestion in London were laid end to end there would be no need for rockets to reach the moon—a paper bridge would do it.

## Single Parking Lamps

ADOPTION of single parking lamps in Britain is not going to be easy. The Minister of Transport, questioned on the subject, said that legislation would be necessary, and that he was examining the Bill. There was already a Bill relating to parking lights before the House and he would look into it and "see if anything could be done."

## Parking at Night

A FIRST reading without a division was permitted last week for a Bill to make legal the parking of a car without lights at night in streets that are lit. The mover of the Bill reiterated the arguments for such permission, pointing out the drain on batteries, the garaging shortage, and the fact that other countries successfully permitted the practice.

Opposing the Bill, a Labour member hoped that, if it was passed, insurance companies would ask for additional premiums to cover the risks. The Bill, he said, was a retrograde step and would increase road dangers. None the less, it was given a first reading.

## Purchase in Covenant

ALTERATION of the Covenant period to two years has been combined with the inclusion in the Covenant of a clause giving the British Motor Trade Association option to purchase a car back from its owner if he wishes to dispose of it. The price paid will be the original price plus purchase tax, less an amount representing wear and tear

The car would be resold at the original list price plus tax figure, plus about ten per cent dealer's commission. The wear and tear deduction would probably be allowed to the dealer for his work in bringing back the "new" condition.

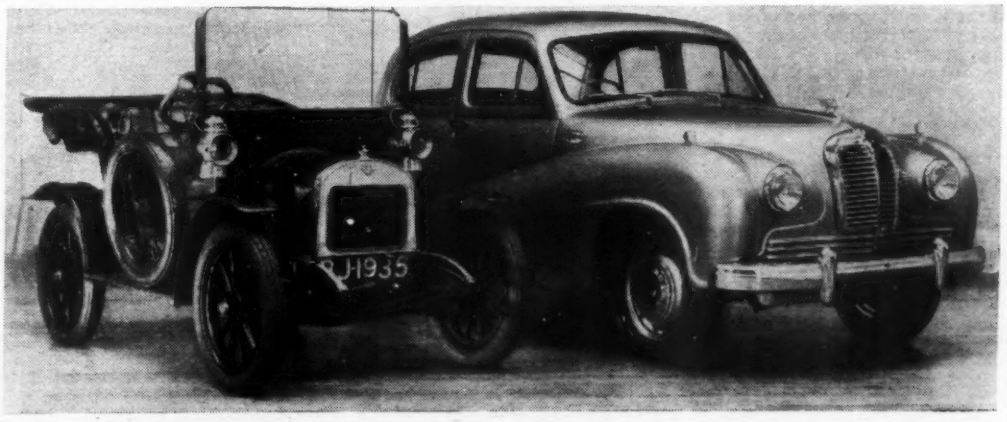
## Pay as You Go

THERE are still 41 toll bridges and 40 toll roads left in this country. The income from ten bridges and five roads is collected by one nationalized undertaking or another. The Minister of Transport would like to get rid of them; the Treasury has forbidden him to sacrifice the money.

## Forth and Kyle Ferries

EARLY in the spring four converted tank landing craft will be put into service to start the new Firth of Forth ferry. Slipway repairs are going ahead and the boats are now nearly all ready for service.

The building of a new boat for the much criticized Kyle of Lochalsh-Kyleakin ferry is also under way and it is hoped that it will be in operation by next summer. Much depends, however, on completion of slipway alterations and re-repairs, as well as readiness of the boat itself.




**Even the flowing line of the new Austin A.70 Hereford, introduced at the 1950 Show, cannot detract from the elegance and charm of its forebear—the original single-cylinder Austin Seven, of 1909. The total output of Austin vehicles was 402 in 1909 : today that number is made in less than five hours.**

# NEWS and VIEWS

— continued —

## Low on the Future

IN the newly published *Its Bound to Happen*, by Professor A. M. Low, opinion on road transport is limited to a short chapter. Pointing out that Britain's present roads were designed for 4 m.p.h. traffic he does say, however, that "no one seriously disputes that what is generally called 'the road problem,' the problem of accidents and delays, could be solved at a price.

"So far, the nation has never shown itself prepared to pay that price. Possibly a future generation, compelled by the alternative of having safe and efficient roads or, for instance, raising the school age, may decide that it is better to have more children surviving to school leaving age than more children enjoying higher education." The book is published by Burke Publishing Co., Ltd., 180, Fleet Street, London, E.C.4, price 10s 6d.

Meanwhile, in the Commons, Mr. Gaitskell has been asked what happens to the £98,500,000 collected annually in the taxation of private motorists, bearing in mind that only £24,000,000 is spent on the roads. He replied that there was no question of any balance between the two figures. The £98,500,000 was paid into the Exchequer as general revenue.

## Kept Under?

"KEPT under review" is the stock Ministry reply to questions on the return of branded fuels. The public are beginning to wonder whether the word "review" in this answer is redundant.

## Tax and Insurance

THOUSANDS of motorists, who took out an annual licence in January at the half-duty rate, will now be required to take out a licence for the normal full payment. They are reminded, however, that if they are still using half-rate insurance certificates for third-party risks it will be necessary to obtain certificates of full insurance before a new licence may be obtained.

## Dark Ages

OWING to the fuel crisis, the Minister of Transport is considering restricting street lighting. It is, perhaps, a pity that the Minister did not attend the three Cantor lectures on road safety and research, given by Dr. W. H. Glanville. He would then have heard the Director of Road Research say that, in view of the fact that accidents were more numerous after dark, street lighting, even at its best in this country, was still not good enough.

The new Brush Falcon caravan has four berths.

## Living Value

AT the time of the 1950 Show, but not in it, a new, large living caravan made its appearance. In its class it represents extraordinarily good value, and is likely to attract much attention. It is the Brush Falcon and has been produced as a new venture by a firm—the Brush Electrical Engineering Company—with much experience of coachbuilding on a large scale, and with facilities for economical quantity production. This model invites notice immediately by reason of its good finish and sound construction. The layout is one now well established for the large living type of caravan, and as no prolonged towing would be feasible (on account of weight) the van is designed for use as a weekend retreat or other permanent dwelling. It has an end kitchen, and large oak-panelled living compartment; this contains a desk, cupboards, and other fittings, and can be divided for sleeping purposes.

The Falcon is 22ft long, four-berth, with provision for two single and one double beds. Construction is on a Boden Davis chassis and is double skinned, with Fibreglass insulation. The window frames are in aluminium, as is the outer skin, and the sealing of the windows is particularly good. The flooring is solid mahogany, a feature possible in the living type of van, where all-up weight is not of such great importance. The interior gives an impression of space, as the overall width is 7ft 6in, with 7ft 1in headroom. There are two side windows and two doors, one of which is of the stable-door pattern.

The separate end kitchen is well equipped, and well laid out, with a full-size Butane gas cooker, a kitchen cabinet and plenty of storage space. Hot water is available from a 25-gallon container. The toilet compartment, which is also separate, has a washhand-basin. In the main saloon is a Pithers stove. The van is wired for main electric light and power, if required.

Distributed by the Northern Caravan Distributors, of Handforth, Cheshire, the Brush Falcon costs £695.

## Standardization of Bumpers

COMPULSORY standardization of bumper heights was not desirable, said the Minister of Transport in a Parliamentary answer, and the recommendations of the S.M.M.T. on the subject were sufficient.

## BOOKS RECEIVED

*500 c.c. Racing*, by Gregor Grant, published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2, price 10s.

This is a comprehensive and most readable survey of the growth of 500 c.c. racing, both in this country and abroad. Chapters are devoted to the pioneers and best known drivers, and also to the amateur constructors of this type of car with details of their machines. It is well illustrated by photographs.

*Racing Voiturettes*, by Kent Karslake, published by Motor Racing Publications, Ltd., Abingdon-on-Thames, Berkshire, price 21s.

An exhaustive survey of the progress and decline of the true racing voiturette, from the beginning of motoring up to the middle nineteen-twenties, this book is of absorbing interest to the student of the history of motor racing. Kent Karslake's capacity for painstaking research has never been shown to better advantage than in this well-produced volume, the photographic illustrations to which form in themselves a positive *tour de force*.

*Speed from the Sports Car*, by "Calculus," published by the Motor World Publishing Co., Ltd., 73, Dunlop Street, Glasgow, C.1, price 7s 6d.

This textbook for the enthusiast strikes just the right balance between theory and practice to render it of great value to the sports car owner intent on improving the performance of his car. Chapters are devoted to every tuning process, each part of the engine being treated separately and every aspect carefully reviewed.

*The Motor Vehicle*, by K. Newton, M.C., B.Sc., A.C.G.I., A.M.Inst.C.E., M.I.Mech.E., and W. Steeds, O.B.E., B.Sc., A.C.G.I., M.I.Mech.E. Fourth edition, published by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, price 35s (postage 10d).

This Newton and Steeds book, first published in 1929, has become an established standard work for students of automobile engineering, the owner-driver, and others with a real interest in the subject. The fourth edition is completely revised and partly rewritten.

*Gottlieb Daimler. Ein Revolutionär der Technik.* By Paul Siebertz. Reclam Verlag, Stuttgart.

This is a revised edition of the German biography of the great pioneer of the internal combustion engine. It is a definite and well documented work, with a large bibliography which will be of interest to students of motoring history. The text is German.

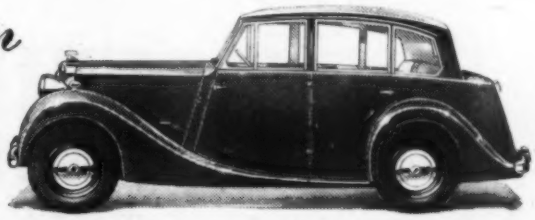
*Basic Road Statistics, Great Britain*, 1950 (British Road Federation, 4a, Bloomsbury Square, London, W.C.1, 1s).

An annual publication by the B.R.F. of great value to anyone who is a student of roads and road policy.

# All that's best in Britain...

*The State opening of Parliament . . . truly a Royal occasion with its colour and its pageantry . . . yet symbolising the very essence of our British Democracy . . . all that's best of the Past joining with, and giving authority to, the needs of the Present . . . an occasion as typical of our way of life as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain'.*

## The Triumph Renown



*Manufactured by*
*The Triumph Motor Company (1945) Ltd., Coventry*
*A subsidiary of the Standard Motor Co. Ltd.*
*London: 37, Davies Street, Grosvenor Square, W.1.*
*Telephone: MAYfair 5011*

**TRIUMPH CARS • STANDARD CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS**

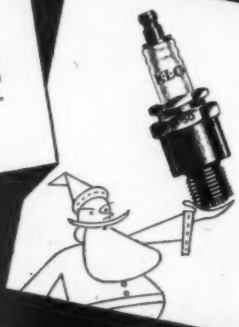
# Give them something for their car

THIS CHRISTMAS

Smiths

**BLUECOL**

the safe anti-freeze that protects any car from frost damage, no matter how hard the winter. Ask any garage.



Smiths

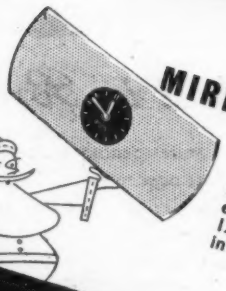
**K.L.G. PLUGS**

'The finest and fastest plugs on earth'. Fitted as original equipment in many of Britain's fine cars.

Smiths

**STEADYLIFT**

A portable jack of outstanding stability with tripod legs and easy operating handle.



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**MIRROR CLOCK**

Combines a driving mirror with an electric clock (6 or 12 volts) set flush in the centre.

AVAILABLE FROM YOUR LOCAL GARAGE

# SMITHS MOTOR ACCESSORIES LTD.

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH AND SONS (ENGLAND) LIMITED

One end of the transfer line on which cylinder heads are machined in a series of automatic operations, electronically controlled, in the new Vauxhall factory.

# SAVING LABOUR

## FEATURES OF THE NEW VAUXHALL FACTORY

MODERN efficiency experts hold that the stores are one of the biggest sources of loss in an engineering factory. There are still many works where goods are laboriously unloaded by hand from trucks or railway wagons, counted, taken to stores, put into bins and kept until needed, when they are unpacked, counted again, doled out in small quantities, taken to the machine shop or assembly line, dumped on the floor and finally picked up by the operator who has to use them. Modern materials handling technique aims to cut out every unnecessary operation and every lost minute, not just inside the factory, but from the moment the component or the raw material is completed in the supplier's factory to the moment it is incorporated in the finished product. This not only economizes in labour, but also reduces investment required on supplies and stores in the "pipeline" and so releases important amounts of capital for more productive use. Car manufacture presents a fruitful field for development and some of the most advanced technique in Europe is to be found in the new Vauxhall Motors factory at Luton, preliminary news of which was given early this year (April 7).

### Special Packing

The key to the Vauxhall unitized stores method, as it is called, is a special method of packing components. Standardized containers are sent out to suppliers and are loaded at the point of manufacture. For example, dynamos and distributors coming straight from assembly and inspection are packed in rows, secured by wooden battens in steel-framed crates. The containers are loaded on to a standard-sized lorry, unloaded by fork trucks on reaching the Vauxhall works, and stacked in the stores by fork lift or special crane. Ultimately they are issued in the same containers on to platform trucks or electric truck and tractor trains in the works and taken by them to the point where they are to be used on the assembly line. They are thus never touched by hand from the moment they leave the original factory until they are used in the final operations. Castings from the foundries and sheet metal parts coming off the presses are treated in the same way. No one wastes time counting them on arrival; each container is weighed as it comes in off the lorry and numbers are checked by weight.

The unloading dock is believed to be unique in England, for it is equipped with a "dock leveller" operated by hydraulic rams so that the fork lift trucks can be driven straight on to the lorries. The ramps adjust themselves automatically to the changing height of the delivery vehicle as it is unloaded.

Bulky components not suitable for stacking in crates are loaded on special pallets suitable for handling by trucks. By this means a load of 14 tons of batteries can be unloaded in 19 minutes, whereas a 5-ton load of batteries stacked on a flat lorry in the ordinary way takes 2½ hours to unload.

Containers are made in two sizes—eight and twenty cubic feet—and in several patterns to suit the sizes and weights of different components. About 6,000 are at present in use and they can be stacked on top of each other to economize in floor space. Empty containers are returned by road or rail to the suppliers, the small ones fitting inside the larger.

Heavy components in frequent demand, such as gears, gearcases, gear boxes and truck bodies, are carried on continuous conveyors to final assembly points and soon all engines will be delivered from the engine section to the vehicle assembly lines by overhead conveyors. Machines are being installed which fit tyres in a few seconds. Wheels complete with tyres will proceed on conveyors to the assembly lines. The guiding principle is: "Never put anything on the floor; someone has to be paid to pick it up."

The facts of the labour shortage in the Luton area are well appreciated by Vauxhall workers and labour-saving devices are welcomed, as experience has shown that they lead not to unemployment, but to better paid and more congenial jobs in charge of the machines. Mr. J. R. Pearson, director and factory manager, recently said, "It is useless to expect increased production by exhorting our people to work harder. We at Vauxhall have no grumbles about the way our people work. If we want increased production, as of course we do, there is only one way we can get it—by making each man's work easier for him to do by reducing the element of fatigue, by supplementing the manipulative skill of the worker with the accuracy and power of the machine."

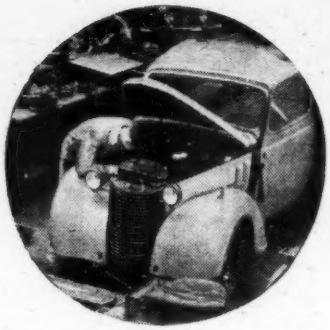
When it is considered that such a factory, equipped with modern labour-saving devices, may use over 60,000 gallons of petrol a year in fork trucks, cranes and tractors which never leave the factory, the Government's recent action in doubling the petrol tax is seen in true perspective, not only as a factor increasing transport costs but also as a brake on improvement of the actual working conditions.

Another example of labour saving is the use of transfer machines for complicated machining operations which are seen at Vauxhall in a state which is advanced by European standards. Under old methods, a heavy casting was taken on a trolley to the machine line, then raised by a hoist to a level where the machine operator could do his job, then lowered again on to a trolley and carried to the next operation. A check some time ago showed that a factory with a fairly large output could spend as much as £10,000 a year in direct labour costs, paying people to carry out these profitless operations. Hence the transfer machine lines, where castings are simply loaded on to a conveyor track at the beginning and are carried automatically from one machining operation to the next, each stage being electronically controlled, until the finished product emerges at the other end. Vauxhall and Bedford cylinder heads are all dealt with in this way.

### One of the Largest

The new building at Luton is one of the largest factories under one roof in Europe. It is a third of a mile long and has a level floor area of 19½ acres. The original factory was laid out for a yearly production of about 35,000 vehicles, but last year it produced 84,000, despite the fact that much of the equipment, heavily stressed during the war, was becoming worn out or obsolete. The increase was made possible only by spreading operations over many different buildings, which entailed unnecessarily high expenditure on labour and repeated handling of materials. The new building is the first step in a five-year programme of expansion and modernization costing £11 million. The plant is already at work building engines and gear boxes for Bedford trucks, and houses the assembly line for Bedford commercial vehicles. It will soon build engines and transmissions for Vauxhall cars, which will then be taken on a continuous conveyor over a bridge to the Vauxhall assembly lines.

**These notes are a further selection giving the point of view of the retailer and service station manager. They appear from time to time, and form an admirable balance for the frequent complaints regarding service that motorists make. Previous articles have appeared on October 21, November 18, December 9, 1949, January 6, February 10, March 24 and June 23, 1950**



# Service Viewpoint

## COMMENTS FROM THE OTHER SIDE OF THE PETROL PUMP

IT is rather fun to try to classify motorists according to their attitude to their cars. Obviously I should begin at the top with the hypercritical car owner who always keeps his car in first-class condition, both mechanically and in appearance; and end with the man (usually) who never gives his car any attention at all until it is obviously on the point of collapse. Somewhere in the middle is the average motorist who has his car washed whenever his wife insists on it, polished on state occasions, greased when it gets heavy in the steering or creaky in the joints, decarbonized when it gets sluggish and rebored when he can afford it; has the brakes adjusted immediately after each phenomenal avoidance; has other repairs done as and when the service station tells him he simply must; and finally has it recellulosed in order to get a good price when he decides to sell it.

So far, so good; but where do I classify the enthusiast who spends all his spare time keeping the machinery up to scratch but couldn't care less if the body falls off? And the woman (usually) who insists on all visible parts being spotless but drives on three cylinders with the hand brake on? Do I put these two above or below the average?

Above the mean I would put the lower-income group motorist who can afford only a rather ancient and decrepit vehicle but at least does the best within his means to keep it efficient and tidy. On the other hand, the wealthy motorist who can well afford to buy a new, or nearly new, car and to maintain it properly but tends to wait until he receives at least a second reminder from the service station before having it greased, must take his place towards the bottom of the class; and so on.

From the service station's point of view the various classifications follow much the same pattern. Obviously we put at the top of the class the motorist who must have everything just right, regardless of expense (and this is not necessarily expensive in the long run); who can be relied on to have his car greased at regular intervals and who has complete faith in our advice as to the need for repairs or adjustments; who pays his accounts by return; who appreciates good service and creates hell if he doesn't get it. We know exactly where we stand with this type and, being our best customer, he gets the best out of us. At the other end of the class we put the awkward types I have described previously in these notes together with a lot of others I shall doubtless pillory in future.

### Ungracious

I AM pained by the ungraciousness of some motorists.

Owing to factors over which we have no control, our petrol pumps are most inconveniently sited so that we gather scarcely any passing trade. Consequently our petrol sales are very small and the serving of petrol and oil is nothing like a full-time job. Instead of employing a pump attendant we have hitherto left the job to the apprentices on a weekly rota basis.

And the complaints we get if he takes half a minute to get to the pumps!

### No Politics

WE have one thing to be thankful for in our trade: the relationship between managements and workers is not noticeably influenced by politics or trade unionism. I have not resorted to direct questioning, but my impression is that not one of our men belongs to a trade union; and the political views of the only man who openly professes to support Socialism are treated with contempt by his colleagues. Indeed, this man has all the sins of the Government visited on him as if they were his personal responsibility. After each unwelcome pronouncement from Whitehall he is greeted by his fellows with derisive shouts of "Now look what *your* Government's gone and done."

### Costs

IN an earlier paragraph I paved the way for a description of the labour control system operated in our workshops. Unfortunately certain objections have arisen which make a detailed description undesirable. I must, therefore, confine myself to the briefest outline: the workshop job card is used as the master record of work done and the customer's invoice is typed from it; every operation carried out on the car is recorded on it, whether originally asked for by the customer or subsequently found to be necessary; each operation is timed according to the manufacturer's list of standard times and the mechanics are expected to work to these times; thus it is in the interest of the mechanics to make sure that any extra operations are added to the card as otherwise they will be unable to account for any time spent beyond that allowed for the original operations.

All operations are charged for by multiplying the time allowed by the hourly rate, regardless of the actual time spent. This system ensures that: (1) the labour charge for any given operation on any given model is constant and is based on the time judged fair by the manufacturer of the car; (2) the customer's invoice shows exactly what has been done on the car and how the total charge is made up; (3) time wasting is discouraged; (4) as the management cannot expect the mechanics to keep within the time allowances without the right equipment, the proper special tools are provided; (5) accurate information is readily available as to the relative ability of the mechanics; and (6) legitimate variations between the overhead expenses applying in different districts are allowed for by charging on a basis of fixed times instead of fixed prices.

### Awkward Customers

THE man with an obsession about noises in his car is often difficult to deal with. He rejects our argument that it is unreasonable to expect Rolls-Royce silence in a £400 car; and he won't believe us when we assure him that a particular noise is perfectly normal and harmless. But what is more embarrassing is his peculiar way of describing the noises: one day his car is making a "kind of basket noise"; next there is a "groompa" at the back, a little bird twittering among the instruments or a mouse chewing something behind the door trim. Recently his car started "playing a tune" at any speed over 60.

However, we have to take all this very seriously or one day there may be a "loud rasping noise" as the propeller-shaft comes through the floor, or a "bongka-bongka" as the big-ends disintegrate. SERVICEMAN.

The 1950-51 Vanguard is distinguishable externally from earlier versions of the model by the rear wheel part-spats and the simple decoration motif on the bonnet nose.

## DATA FOR THE DRIVER

**STANDARD VANGUARD (with overdrive)**

**PRICE, with saloon body, Basic £515, plus purchase tax, £143 16s 1d. As tested: with overdrive, leather upholstery, heater and radio, £598 10s, plus purchase tax £167. Total (in Great Britain), £765 10s.**

**ENGINE: 17.9 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 85×92 mm, 2,088 c.c. Brake Horse-power: 68 at 4,200 r.p.m. Compression Ratio: 6.7 to 1.6. Max. Torque: 108.3 lb ft at 2,000 r.p.m. 16.9 m.p.h. per 1,000 r.p.m. on top gear; 20.6 m.p.h. on overdrive.**

**WEIGHT: 25 cwt 1 qr 17 lb (2,845 lb) Front wheels 51 per cent; rear wheels 49 per cent. LB. per C.C.: 1.36. B.H.P. per TON: 53.54.**

**TYRE SIZE: 5.75×16in on bolt-on steel disc wheels.**

**TANK CAPACITY: 15 English gallons. Approximate fuel consumption range, 21-26 m.p.g. on overdrive (13.5-10.9 litres per 100 km).**

**TURNING CIRCLE: 35ft 0in (L. and R.). Steering wheel movement from lock to lock: 3 turns. LIGHTING SET: 12-volt.**

**MAIN DIMENSIONS: Wheelbase, 7ft 10in. Track, 4ft 3in (front); 4ft 6in (rear). Overall length, 13ft 10in; width, 5ft 9in; height, 5ft 4in. Minimum Ground Clearance: 8in.**

### ACCELERATION

| Overall gear ratios | From steady m.p.h. of 10-30 sec | 20-40 sec | 30-50 sec |
|---|---|---|---|
| 3.79 to 1 (OD) | 15.2 | 14.8 | 16.5 |
| 4.625 to 1 | 11.5 | 11.1 | 12.8 |
| 7.71 to 1 | 6.6 | 7.2 | 11.2 |
| 16.35 to 1 | — | — | — |

From rest through gears to:

| | sec | | sec |
|---|---|---|---|
| 30 m.p.h... | 7.0 | 60 m.p.h. | 27.7 |
| 50 m.p.h... | 17.8 | 70 m.p.h. | 47.0 |

### SPEEDS ON GEARS

| (by Electric Speedometer) | M.p.h. (normal and max) | K.p.h. (normal and max) |
|---|---|---|
| 1st ... .. | 16—25 | 26—40 |
| 2nd .. | 41—54 | 66—87 |
| Top and O.D. | 80 | 129 |

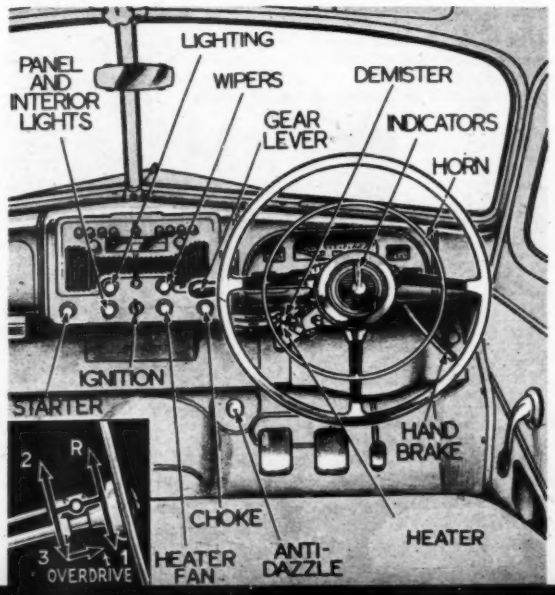
*Speedometer correction by Electric Speedometer:—*

| Car Speedometer | | Electric Speedometer m.p.h. |
|---|---|---|
| 10 | = | 10.25 |
| 20 | = | 20.0 |
| 30 | = | 29.5 |
| 40 | = | 39.0 |
| 50 | = | 47.5 |
| 60 | = | 57.0 |
| 70 | = | 66.5 |

*WEATHER: Wet surface, cold; light cross-wind.*

*Acceleration figures are the means of several runs in opposite directions.*

*Laycock de Normanville overdrive described August 11, 1950, and October 28, 1949. O.D. = overdrive.*




## No. 1418: STANDARD VANGUARD SALOON (with overdrive)

IN previous Road Tests the Standard Vanguard, as now firmly established by more than two years of production, has been dealt with fully. The present purpose is to describe its road behaviour and performance with the Laycock de Normanville overdrive, now available as an optional extra at £35, plus purchase tax of £9 14s 5d, in Great Britain. The overdrive itself has already been technically described and brief impressions have appeared in *The Autocar* of both the Vanguard and the companion 2-litre Triumph Renown so fitted.

It is not out of place initially to remark on the place which the Vanguard as a model now occupies. It has undoubtedly been a striking success in the class of medium-engined and overall size of car. Some three years ago, when the model was first seen publicly, the appearance was so bold as to be startling, but it is interesting now to reflect on how comparatively readily its lines are accepted today. In general, it was in many ways a new conception of a British car, with an engine of a capacity, 2 litres, that is about an optimum for quite high performance coupled with reasonable economy, and put into a body which is compact yet roomy on a quite short wheelbase.

Now the Vanguard is giving a lead in the British industry by being offered at extra cost over the basic price with an overdrive in conjunction with the three-speed gear box that is standard specification. The purpose of an overdrive, of course, is to provide an additional ratio sufficiently stepped up by comparison with the normal direct drive top gear as to permit a marked reduction in engine r.p.m., and thus give higher comfortable cruising speeds. It carries with it the corollary of the likelihood of improved petrol consumption and reduced mechanical wear and tear.

As compared with a straightforward four-speed gear box with equivalent ratios, the chief advantage gained is that there can be the easiest possible means of transfer between the two upper ratios—third to fourth speed in effect, and back again—without even operation of the clutch pedal. With the Laycock de Normanville system this transfer is effected by finger movement of the steering-column gear lever. All that is necessary to change to the overdrive is to lift the lever lightly about an inch from normal top gear position. An hydraulically operated control mechanism then brings in the epicyclic gear overdrive. The opposite procedure is just as simple.

There is no need, or makers' recommendation, to operate the clutch pedal when changing between top gear and overdrive or back again, but when changes are made, as they are likely to be, at appreciable speed, a mild thump is noticeable, which can be entirely overcome by lightly touching the clutch pedal, there being no need to depress it

The bumpers are massive, with overriders, and are wrapped round to give protection at the always vulnerable front "corners."

Clean surfaces presented by the flush-sided body and wide luggage locker lid are practical from the washing point of view. The large rear window will be noticed. The petrol filler cap is a hinged flap which cannot be lost and which is locked with the ignition key.

## ROAD TEST —continued

fully. This is a procedure which by no means all drivers would feel called upon to adopt, as the evidence of the transfer is quite slight in the absence of clutch depression, and mostly one finds oneself making clutchless movements of the lever. Alternatively, if slightly in anticipation of moving the lever to or from overdrive the engine is accelerated when changing back to top gear, and conversely the throttle pedal is momentarily released when going into overdrive, the thump can virtually be eliminated.

These remarks on what may be called refinement of technique may appear to make the control sound slightly complicated, but it is to be emphasized that it could not in fact be simpler. There is the great point with this system that it is completely under the driver's regulation. When he wants the overdrive he can have it, and when he wants top gear he can have it, entirely at his command and with no question of the overdrive being available only over certain ranges of speed, or of its automatically going out of engagement at any particular speed. Naturally, the overdrive is mainly intended for use at speeds, say, in excess of 40 m.p.h., and as engine speed is reduced by approximately 18 per cent the additional sense of mechanical ease gained by its use is appreciable.

There is nothing to prevent the driver from going straight into overdrive from, say, 20 m.p.h. onwards, but on a 3.79 to 1 ratio as compared with the ordinary top gear of 4.625 acceleration and hill-climbing ability at so low a speed then suffer. A minimum of 14-15 m.p.h. is permitted on the overdrive, and from that point the engine will pull away smoothly, with little evidence of its four cylinders and with reasonable liveliness, though, as would be expected, and as shown by the test data, appreciably more slowly than on the normal top. In point of fact the minimum practicable speed on the overdrive was only some 3 to 4 m.p.h. higher than the ordinary top gear minimum on the particular Vanguard now tested. There was some pinking on 72-octane fuel, when accelerating from low and medium speeds, and sometimes running-on occurred.

Clearly, any such device of a satisfactory nature and simply controlled, as is the Laycock de Normanville system, is of considerable value in conditions where roads permit speeds in the order of 60-70 m.p.h. being held for appreciable periods. In countries where these circumstances apply, and even under the much more restricted British conditions it is true to say that in particular the average business user of a Vanguard, needing to travel about the country far and fast, would feel the benefit of the overdrive. That does not so markedly apply, one would gauge, to the average family owner chiefly interested in a maximum of about 50 m.p.h. and in acceleration, but he, too, should gain on petrol consumption.

That the difference between even the high speed running on the overdrive, and that on normal top is useful but not startling has been registered as a marked impression, and is a strong tribute to the fact that the Vanguard is not undergeared and, therefore, fussy on its normal top gear ratio. It can be driven hard to put 45 miles and more into an hour on not too easy British main roads and yet no feeling arises that it is being overstressed or that the change up to overdrive will be a welcome relief from noise and fuss.

The wide doors have a check device which holds them firmly when fully open. Control over ventilation is provided by hinged triangular flaps in the forward doors, and by the rearward windows hinged vertically to open slightly as extractors, quite apart from the fresh-air type of ventilator, heater and demister installation which is available on the Vanguard. One of the useful pockets can be seen in the left front door, as well as the elbow rest, which is shaped to act also as a door pull.

Even so, the step up is, of course, beneficial mechanically, and the car becomes still easier running as a result. For ordinary purposes and on roads such as the majority in England, maximum speed is about the same on top gear and overdrive, but given exceptional room in which to build up it would probably gain another mile or two an hour on the high ratio.

For some time past the Vanguard has had its steering-column gear lever on the left, and the appearance of the control is in no way altered by the introduction of the overdrive. There is no visible further position of the lever for its engagement. But there is one definite point to remember, that overdrive having been engaged, neutral and any lower gear, cannot be obtained without first depressing the lever into ordinary top-gear position. The movements of this particular car's lever were somewhat sticky out of normal top, it being found best to maintain downward pressure on the knob in making the movement into neutral. The Vanguard is exceptionally equipped for ease of gear control in that first gear, as well as second and top, has synchromesh. It is excellent synchromesh for smooth, easy engagement, and the movements can be made quite quickly if desired.

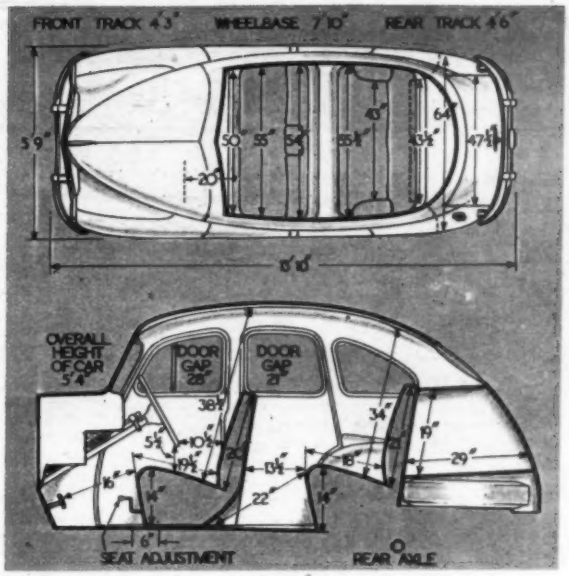
Deliberately on this occasion comments have been largely concentrated on the particular aspects of the overdrive as additional equipment on the Vanguard. In general it can be said with strong emphasis that in this fresh experience of the model it has commanded renewed and strengthened respect. It is undoubtedly a very good car in its class,

The locker capacity is extremely satisfactory, the space being regular, and depth as well as width is considerable. The lid is light to lift and is self-supporting in the open position.

judged on the basis of its style and equipment and for what it gives on the road in return for a moderate price by present standards. It is willing and swift from point to point, easy to handle in thick town traffic, feels rugged, and is comfortable, well equipped—especially in the form tested, with a heater and demister installation—and, as points of appeal to the faster driver, sits down on the road well, steers accurately, and can be taken round bends quite quickly with an adhesion and comparative absence of roll which commend it to a driver interested in keeping up his average speed on routes that are far from straight.

The driving position is excellent, the big steering wheel being at a happy angle, and no feature of the controls is awkward; rather the reverse, indeed. The Lockheed hydraulically operated brakes do what is wanted with moderate to firm pressure for maximum results. Driving vision is satisfactory. The bonnet is not unduly obstrusive, but the windscreen main pillars are noticeably thick at times as regards sideways vision.

There is good room for three on the one-piece front seat, which is easy to adjust in finer graduations than usual by means of a winding handle within the driver's convenient reach. This seat is sufficiently wide to make the large central folding arm rest with which it is equipped of value




Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

for positioning a lone front passenger, although many drivers have marked views on the presence of an arm rest in the front seat, which does tend to restrict arm movement. There is additionally an elbow rest on the forward doors, a fitment liked by some people, but, if used, not encouraging the best driving position. The rear seat is not fitted with a central arm rest.

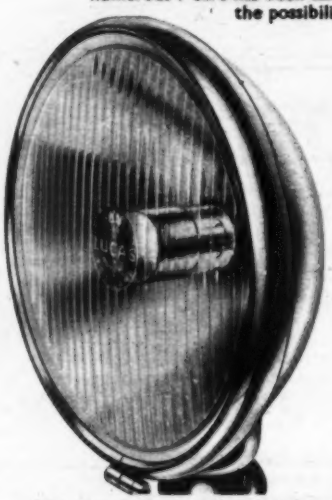
The instruments are very clearly visible immediately in front of the driver. They omit an ammeter, but include a sensitive oil pressure gauge; their lighting at night is rather distractingly bright. The petrol gauge is marked with an indication of gallons, and an excellent feature of the Vanguard is the range provided by its 15 Imperial gallon tank capacity. A good view is given by the driving mirror. The twin horns are quite powerful and are operated very conveniently by a ring reached without removing a hand from the steering wheel, though its action was slightly stiff. In detail equipment, there is a practical complement of ash trays. The interior heating system is efficient and is of the fresh-air type, giving a quite good result in average temperatures from the ram effect derived from the car's movement, leaving the electrically driven heater fan in reserve for more severe conditions.

On the majority of nights during the test the car stood in the open, several times in conditions of high humidity, and an immediate drive off was possible with little use of the choke.

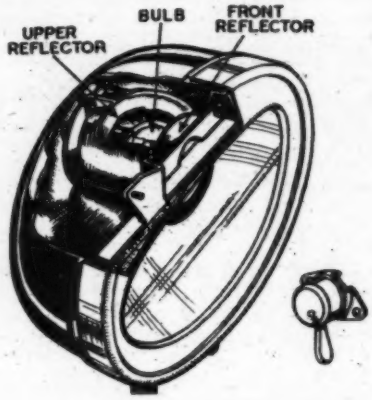
In this under-bonnet view—as with the luggage locker lid the bonnet is self-supporting by a spring-balance mechanism—the accessible battery is seen, also the well-placed engine oil filler cap high at the front of the unit. Centre and left, against the bulkhead, is the ventilator and heater unit, with its conduit for fresh air admission leading forward.

# WINTER MOTORING: A REVIEW OF

**In this review the cures and palliatives for the ills that winter causes for cars and motoring are brought forward together, and even the most experienced motorist may find from it some new ways in which he can win greater safety, reliability and comfort in difficult conditions. The range of devices is indeed enormous and their makers numerous: care has been taken to make lists comprehensive, but with so many firms and accessories there is always the possibility of omission. However, *The Autocar* deals with them all in due course.**



The Lucas SFT700S (left) is a shallow-bodied model for modern full fronts; the SFT462 (right) is a smaller model. Lucas also make a big lamp, the FT67, for large cars.




Butler's Fogbeta tops and fronts the bulb with reflectors, and diverts the whole light to a hemispherical reflector giving a powerful pencil beam.

## Fog Lamps

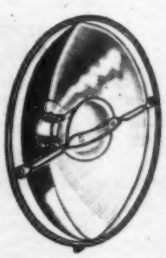
EXTREME diversity of design in fog lamps does not mean that the manufacturers cannot make up their minds; it means that the public is most undecided as to what a fog lamp should be and even what colour light it should emit. Although some scientists say white is the best, other people's eyes, or nerves, or psychology (or something) are really helped by a yellow beam: and the makers oblige. Eversure make a lamp with the reflector plated with a golden metal, and James Neale have a golden lens glass in their special fog lamp, both being examples of that sunny rather than yellow light which many find so helpful. No effective intensity of light is lost by either of these examples.

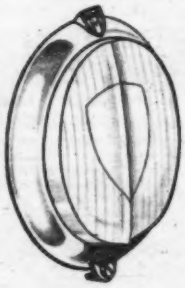
The fan-shaped beam is provided by a number of makes, this fan in some cases extending to the full half circle in front of the car. With so wide a spread a truly flat top, which will not have any upward rays at all to "bounce back" from the fog into the driver's eyes, is essential and such lamps benefit from a very low mounting position—the ban on low-mounted lamps does not apply to those used only in fog. Pencil beams of no spread at all and great penetration are the rival system, and they, too, benefit by low mounting. Neither the thin pencil nor the fan beam lamp is ideal as a normal pass lamp or driving lamp and, therefore, the use of matched pairs, one fog and one driving, is the ideal. But if you wish to have one all-purpose lamp only then the choice may be a flat-topped driving or fog lamp with not too wide a spread and good penetration. Some lamps have the excellent feature of an exterior focusing screw in the back of the body by which spread versus range can be adjusted by a screwdriver without dismantling: but all lamps of this kind ought to have a mounting which is easily moved by hand in both swivelling and up and down movement, for as fog grows in density many like to turn their lamp increasingly down and to the side until in a real "pea-souper" it is focused on the kerb close to the car.

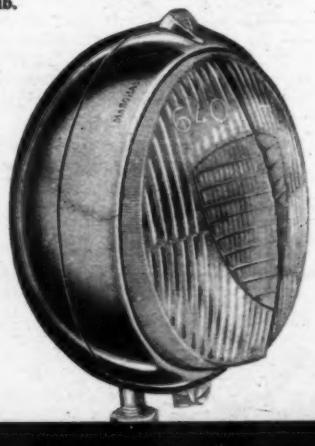
How does the buyer judge the quality of a lamp? Quality (and with it, price) varies. It should produce the kind of beam you have in mind; it should match the car in styling and, if space is limited, be of the shallow-bodied kind pioneered by Lucas; and importance should be placed on the finish, for a low-mounted lamp is exposed to mud and water. Is the sealing against water good, particularly between rim and body? Some of the cheap lamps are really praiseworthy in these respects, though in optical perfection and almost 100 per cent utilization of the light emitted by the filament, expensive ones tend to have the advantage. Chromium should be thick and fine surfaced, and applied on a base of nickel, brass or other suitable material.

The Desmo Regulite is a small lamp with a brass body, alternative to the regular Desmolite fog lamp.

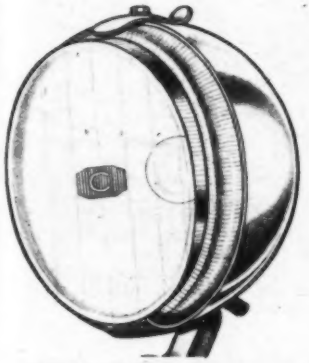
An elegant Marchal fog lamp with fluted glass. It has a fan-shaped beam and (sketch) masking of the upper half of the bulb.







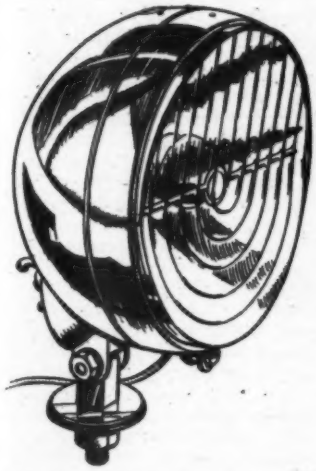
# EQUIPMENT THAT HELPS WITH FOG, ICE, SNOW, AND STARTING TROUBLES



The Cibié lamp (S. Guiterman) is a rimless French model. The lower component of the beam is wider than the upper.

Notek's Fogmaster is a powerful lamp with a fluted glass and wide spread.

John Bull rubber snow grips, fitted through the holes in a steel wheel.



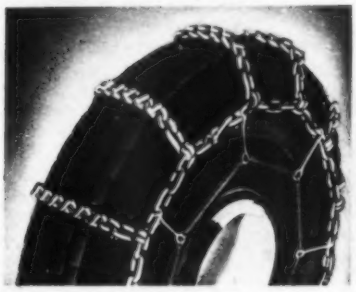
The Golden Gleam (James Neale) has an amber glass, and very easy adjustment by thumbscrew

Reflectors of golden metal are available in Eversure fog lamps as an alternative to silver.

## Snow Chains

THERE have been considerable improvements in snow chains, many of the best ones now incorporating tensioners which make them a snug fit and avoid the thrashing about, cutting of tyres and damage to wings which may result from a sloppy fit. Some of these tensioning devices are illustrated, and they have removed the prejudice which at one time rightly existed against the use of chains. The motorist can, with modern types, cruise along at a good speed and not at a clanking crawl.

J. Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire. John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester. John Griffiths and Son, 14, Tithebarn Street, Liverpool, 2. Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn

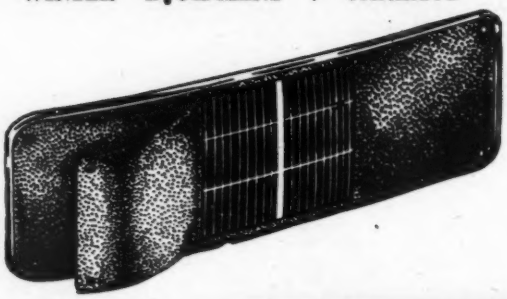


Parsons chains with an inner ring of spring tensioners, recommended for use with these chains, which are made in enormous variety.

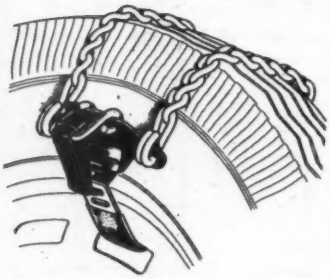
## MAKERS OF FOG LAMPS

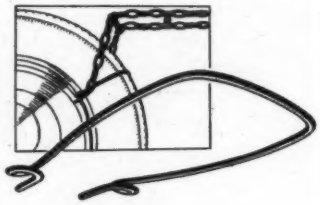
| | Type of Lamp | Price |
|---|---|---|
| Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham. | Fogbeta, 8in diameter, 12v 48w or 6v 36w, pencil beam, all chromium | £5 12 6 |
| | Chromium, black body | £5 5 0 |
| Desmo, Ltd., Scholefield Street, Nechells, Birmingham. | Desmolite, 7½in diameter, 49w 12v or 36w 6v. Chromium | £5 0 0 |
| | Chromium and black | £4 2 6 |
| | All black | £3 15 0 |
| Eversure Accessories, Ltd., Kingston Road, Birmingham, 9. | No. 560, 5¼in diameter, golden or silver reflector and chromium body | £3 3 0 |
| | No. 549, 4½in diameter, otherwise similar | £2 2 0 |
| S. Guiterman and Co., Ltd., Alderman House, 37, Soho Square, London, W.1. | Cibié Fog Special, narrow upper beam, wide low beam. Black | £4 15 0 |
| | Chromium | £5 15 6 |
| Joseph Lucas, Ltd., Great King Street, Birmingham, 19. | FT67, 9in diameter, fog beam, all chrome | £4 17 6 |
| | SFT700S, 7½in diameter, shallow body, all chrome | £3 17 6 |
| | SFT462, 5in diameter, shallow body, all chrome | £3 2 6 |
| Marchal Distributors, Brook Lane North, Great West Road, Brentford, Middlesex. | No. 630/300, 6 ½in diameter, yellow glass, 6 or 12v, fan beam, all chromium | £4 9 6 |
| | No. 630/200, as above, chrome rim, black body | £3 18 6 |
| | No. 640/300, 5½in diameter, shallow body, otherwise as the 630. All chrome | £4 19 6 |
| James Neal and Sons (Securities), Ltd., Graham Street, Birmingham. | Golden Gleam, 7in diameter, golden glass, adjustable by thumbscrew. Chromium | £4 0 0 |
| | 7in diameter with convex prismatic glass | £3 15 0 |
| | 6in diameter, convex glass | £3 0 0 |
| Notek Electric Co., Ltd., 23, London Road, Bromley, Kent. | Fogmaster, 36w, 6 or 12v, long range fan beam. Chromium | £5 10 0 |
| | Black and chrome | £5 0 0 |
| Remax, Ltd., Remax House, Alfred Place, London, W.1. | R357/FB, small and shallow body, adjustable fan to pencil beam. Chromium | £2 5 0 |

# WINTER EQUIPMENT : continued

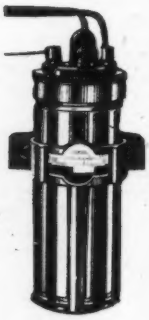


Weathershields radiator muff for the Morris Minor.





Spring clamps which secure Jay-Bee (Joseph Billingham) chains tightly to the tyre, so that they will not chafe or rattle. Right: An ingenious fitting device for Parsons chains, hooks which connect chain and wheel and enable the chain to be pulled on cleanly and easily.



The Runbaken oil-immersed 1-1½ amp charger is designed for under-bonnet mounting on the car: it is self-regulating against overcharging. The Davenset Model H (right) is a 2½ amp charger (Partridge, Wilson and Company).

## WINDSCREEN WASHERS

Kigass, Ltd., 31, Regent Grove, Leamington Spa, Warwickshire.
Trico-Folberth, Ltd., Trico House, Great West Road, Brentford, Middx.
Joseph Lucas, Ltd., Great King Street, Birmingham, 19.

## DEFROSTERS AND DEMISTERS

Desmo, Ltd., Scholefield Street, Nechells, Birmingham, 7.
Guyson Industrial Equipment, Ltd., North Avenue, Otley, Yorks.
Houdaille Hydraulic Suspension Co., Ltd., 8-14, Hampton Road, Twickenham, Middx.
Key-Leather Co., Ltd., 261-3, Pentonville Road, Kings Cross, London, N.1.
Joseph Lucas, Ltd., Birmingham, 19.
Runbaken Electrical Products, 71, Oxford Road, Manchester.
Trico-Folberth, Ltd., Trico House, Great West Road, Brentford, Middx.
Tudor Accessories, Ltd., Silverdale Road, Hayes, Middx.

## IMMERSION HEATERS

George Bray and Co., Ltd., Leicester Place, Leeds, 2.
Conway Car Accessories, Ltd., 82, Kilburn Bridge, Kilburn High Road, London, N.W.6.
Petroleum Engineering and Trading Co., Ltd., Grafton Street, High Wycombe, Bucks.
Jekspeare Distributors Co., Ltd., 119, Wolverhampton Road South, Birmingham, 12.
Runbaken: Runbaken Electrical Products, 71, Oxford Road, Manchester.

## RADIATOR MUFFS

Car Mat Co., Ltd., 16, Colville Road, London, W.11.
Maurice Cheshire, Ltd., 29, Soho Hill, Birmingham.
Faxall Products, Ltd., Blackledge Works, Halifax.
Midland Gear Case Co., Ltd, Spring Road, Hall Green, Birmingham, 11.
Weathershields, Ltd., 48, Moor Street, Birmingham.
Wilcot (Parent) Co., Ltd., Alexandra Park, Fishponds, Bristol.

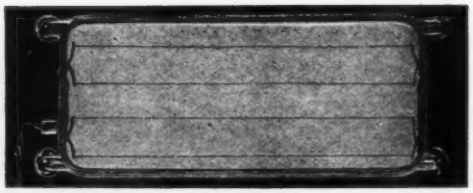
## COLD STARTING LUBRICATORS

Davies Topcyl: E.D.K. Products (Distributors), 322, High Holborn, London, W.C.1.
Prestart: Starting Lubricators, Ltd., 7-9, Clarence Street, Richmond, Surrey.
Redex: Wayne V. Myers Co., Ltd., 353-365, Chiswick High Road, London, W.4.
D. A. Boon and Porter, Ltd., Castlenau Road, Barnes, London, S.W.13.

## Starting Troubles—and

IF, for any reason, a sump heater or under-bonnet lamp is not used, as when parking in a hotel yard with the lamp at home, or in the open air with a strong wind rendering the lamp of little use, anti-freeze solution will protect the engine from damage, but difficulty in starting may be caused by a principally winter ailment—condensation. It is often the cause not only of a complete failure to start, but also of a weak start, half-hearted, woolly running, and then failure.

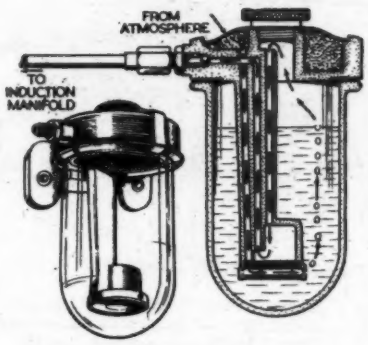
What happens is this: after the cold night, the air warms a little as the sun rises, but the great mass of metal of the engine remains cold. Over it is deposited a mist of condensed moisture similar to the frosting on the glass of a cold drink in a warm room. Electricity, like mankind, loves the path of least resistance and instead of leaping strenuously across the plug points trickles down the wet sides of the insulators and wanders about the *outside* of the electrics. Perfect cleanness of plug porcelains and distributor helps, for dirt (besides moisture) is a great source of alternative paths, and good new h.t. leads are essential if the old ones are perished; but there are also water and damp proofing devices. These are the waterproof rubber plug caps made by most plug manufacturers and the John Bull company; rubber caps for the junction of h.t. leads and the sockets in the plastic tops of distributors, which stop moisture and dirt accumulating in the sockets and leading the current up the sides of the leads and down the outside of the distributor; and an insulating varnish, Aquatect, made by Douglas Holt, Ltd. The last-named can be painted over any such points needing protection such as the brass terminal for the l.t. lead off the coil, where it seals in the current with a waterproof and insulating coat. These precautions will waterproof an engine against condensation and water splashed up



Houdaille's Berkshire screen panel makes an air seal between itself and the screen and thus prevents misting without being switched on: current is needed only for snow and ice. It measures 16¾ by 8¼in.

## ANTI-FREEZE SOLUTION

Anglo-American Oil Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.
Desmo, Ltd., Scholefields Street, Nechells, Birmingham.
Douglas Holt (Est. 1919), Ltd., 5, Eagle Street, London, W.C.1.
Smiths Motor Accessories, Ltd., Cricklewood, London, N.W.2.
Speedwell Lubricants, 282, Earls Court Road, London, S.W.5.
Synthite, Ltd., West Bromwich, Staffordshire.
Valay Industries, Ltd., 186, Campden Hill Road, London, W.8.
Vigzol Oil Co., Ltd., Bilton House, 113, Park Street, London, W.1
Wingard (M.A.), Ltd., Kingsham Road, Chichester.




The Pre-start cylinder lubricator accumulates a small charge of oil in the porous chamber in the centre of the reservoir; the charge is sucked into the cylinders when the engine starts. Inset: a K.L.G. rubber plug cap for protection from moisture on the insulator.

## Heaters

from flooded roads, but they do not quite take the place of the under-bonnet lamp and a good old rug thrown over to keep in the warmth, for a lamp keeps the sump oil from stiffening and stops the fall in efficiency of the battery, whose chemical actions seem to be much slowed up by cold, keeps the carburettors and manifold from such frigidity that they are unwilling to vaporize the petrol, and repels damp from any unprotected electrical components such as the dynamo.

If you have mains electricity in your garage, an electric immersion heater, inserted permanently in the lower radiator hose pipe, can be used. They take little current and are extremely convenient. Most accessory makers produce paraffin lamps with fine mesh safety gauzes (an unprotected lamp is folly) and the choice is between the big, pot-belly floor type which needs filling only once a week, and the smaller hook-on type, usually with considerable capacity, portable and usable anywhere.

High voltage coils as made by Lucas, Runbaken and other firms are a help in starting, and boosting up the poor drops of current left for the ignition while the starter gulps up the juice. If the battery is a little low, they can make the difference between starting with ease and complete failure to do so.

Nothing, of course, takes the place of the invaluable anti-freeze solutions which protect the engine when in the open, and if power cuts or negligence have caused the guardian lamp to fall. Nowadays the best brands are nearly all based on ethylene glycol, which, besides being an excellent anti-freeze, superior to the older solutions of glycerine, is non-corrosive. It is fairly expensive by nature (not because the makers boost up the price) and all radiator leaks should be stopped before it is used. Overfilling of the radiator when topping up must be avoided by filling when the engine is warm and the water fully expanded.

Lamps with a big paraffin capacity like this Desmo model will burn for long periods without attention. The smaller one is more easily portable, and can hang under the bonnet.

## Clear Screens

WINDSCREENS which cannot be opened have given a considerable impetus to the use of windscreen defrosters and demisters, at one time seen only on cars used in the more formidable European rallies. Where such a device is not built in by the car manufacturer, it has to be provided by the owner: there is a wide choice of electric bars and panels, which not only do their job but also do it on admirably little current. They find useful aids in the screen washer sprays which send jets of water over the screen and enable the wipers to do their work. If the car has an interior heater, of course, it may incorporate provision for ducting warm air to the screen, to render a separate defroster and demister unnecessary. There are detergent solutions which also stop misting.

In any case, it is lunatic to spend money on extra lamps and then, in difficult conditions, to peer hopelessly at the result through an obscured windscreen.

A Trico screen washer and a Lucas model. Each is mounted under the bonnet, and, on operation by a facia control, sprays water on to the screen through tiny nozzles in the scuttle panel.

## Home Chargers

AFTER a run in fog, when low dynamo speeds have not kept pace with lamp requirements, or when excessive use of the starter has left the battery low, a home battery charger is invaluable. The choice has to be made between the minimum capacity type, giving one amp but costing only very little, and the more ambitious models that give three amps, but may cost up to £6 or £7: here are the principles involved in the choice:—

First, the needs of the user—how often and how flat do you leave your battery? The normal motorist, when he speaks of a "flat" battery, means merely that it is discharged below starter requirements and requires a topping charge. A 6-volt 60-ampere-hour battery is theoretically one that will give one amp for 60 hours, or six amps for ten hours. The smallest type of charger will put one amp into the battery for, say, the 13 hours between 6.30 p.m. on Monday and 7.30 the next morning—that is, a theoretical 13-ampere-hours, a useful top up which should ensure your start. But if it does not, and you are not an "essential user," it can always be left on for the day.

A second consideration is the fact that batteries resent

# WINTER EQUIPMENT: continued

both too slow and too fast charging (rapid charging as done by garages requires an attendant to exercise special supervision). The normal dynamo charging rate is the guide to the upward limit: for a 12-volt battery it should not be more than 3-4 amps, and for a 6-volt one not more than 6-7 amps. Beyond this point you would have to remain "on duty" to switch off if signs of overcharging and heating took place. A useful lower limit for a 12-volt battery is around one amp, and a 6-volt battery can be conveniently topped up overnight with a rate of about 1½ amps.

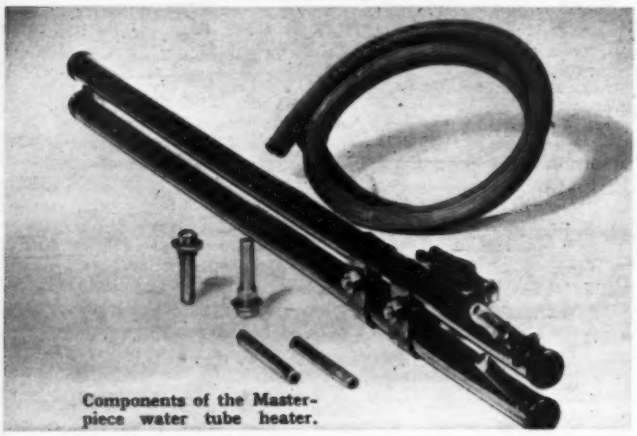
Some small chargers are of remarkably compact dimensions and can, therefore, be mounted on the car, a most useful provision for motorists who are away from home a great deal. A new Philips Electrical model, for instance, gives 1½ amps from a unit 6in high, 7in wide and 4¼in thick. It is necessary, however, to check with the manufacturers that a particular charger is suitable for use on the car itself. It should not be taking too great a liberty with a hotel or a private host to request permission to plug in the car's charger for a few hours via a window to a convenient power point.

In conjunction with a charger an hydrometer should be used, for it shows the exact state of charge. Consisting of a glass tube containing a graduated float, and rubber bulb, it is used to suck electrolyte from each cell and to take a reading from the "water line" of the float, for the electrolyte varies in specific gravity with its state of charge.

And finally, an indiscreet word on batteries. Like everything else on some inexpensive cars, the battery has to be built to a reasonable price. When renewing a never-regretted luxury is a bigger, better, heavier duty, higher quality one with a long guarantee. Morning after morning it can give a silver lining to the wintry outlook.

## BATTERY CHARGERS

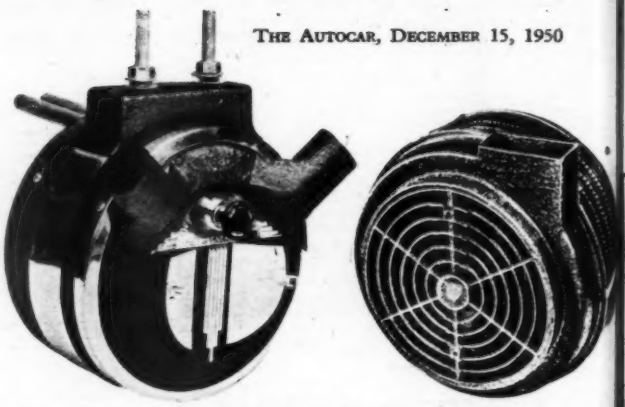
British Thomson-Houston Co., Ltd., Rugby, Warwickshire.
Dupley Electronics, Ltd., Cramer Avenue, Ealing, London, W.13.
A. W. Gamage, Ltd., Holborn, London, E.C.1.
George Grose, Ltd., 14, Station Buildings, Ludgate Circus, London, E.C.4.
S. Guiterman and Co., Ltd., 37, Soho Square, London, W.1.
Partridge Wilson and Co., Ltd., Davenset Works, Evington Valley Road, Leicester.
Westinghouse Brake and Signal Co., Ltd., 82, York Way, Kings Cross, London, N.1.
Runbaken Electrical Products, 71, Oxford Road, Manchester.
Edison Swan Electric Co., Ltd., 155, Charing Cross Road, London, W.C.2.
General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2.



Components of the Masterpiece water tube heater.

## INTERIOR HEATERS

**Masterpiece:** Birmingham Manufacturers and Traders, Ltd., 19-21, Wilson Street, London, E.C.2. Water tube, under-facia model, £1 17s 6d (thermo-syphon cars); £2 5s (cars with water pump).
**Gallay:** Delaney-Gallay, Ltd., Vulcan Works, Edgware Road, Cricklewood, London, N.W.2. Heater, ventilator and demister. A4, £11 11s; A100, £15 15s (large cars); A52, £11 11s; thermo-syphon heaters, £8 8s. Installation kits, £1 15s to £3 17s.
**Monitor:** Key-Leather Co., Ltd., heater and ventilator, £9 1s.
**Cosycar:** Runbaken Electrical Products, Ltd., 71-73, Oxford Road, Manchester, 1. Electric tube heater, £2 2s (6 or 12v).
**Gamage:** Exhaust pipe heater for pre-1948 Morris and Ford Eight, Ford Ten £2 5s.
**Smiths:** Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2. Water heater, with fan, circular body, £7 10s. For thermo-syphon cars, pump model, £9 10s. Sets with demisting ducts, £10 10s and £12 12s.
Clayton Dewandre Co., Titanic Works, Lincoln.



Delaney-Gallay heater with fan-speed control and (right) Smiths' compact water radiator and fan unit. The outlet on top is for de-misting ducts.

## Interior Heaters

AT one time the problem of keeping warm in a saloon car was solved by the blast of hot air from the engine through floorboards, pedal holes and elsewhere, considerable enough to dilute the odour of hot oil and exhaust leaks to a reasonable level. The modern car is sealed and its floorboards are cool: heating has to be artificially added.

It can be most conveniently done by an electric heater, requiring only a flex connection to the battery main lead, but the current consumption for an effective type is bound to be fairly considerable. If the dynamo has a good bit in hand after taking care of recharging the battery after starting, and providing what satisfies the driver as being all the head lamp power he requires, such a device will heat the car for an initial outlay of only two pounds or less. Most heating systems use the "free" heat of the cooling water, normally wasted, but sufficient to keep warm a quite large room.

At their simplest, they consist of a metal tube under the facia, connected at each end to hoses leading to the upper and lower radiator hoses, circulation of hot water through the pipe being by thermo-syphon action. This is an extremely cheap and simple type and gives a good heat. There are, however, heaters based on a hot water radiator through which air is blown by a fan, thus ventilating the car as well as warming it and maintaining, if sealing of the doors is as good as it ought to be, a slight positive pressure which cuts down the slight draughts which remain with even good sealing. It is possible, in hot weather and dusty countries, to use such a device as a ventilator only, sucking in dust-free air through a suitable filter. The most satisfactory heaters are the systems which not only blow in fresh air but also direct it by ducts exactly where it is wanted, and use it cunningly to emerge in demister slots under the windscreen.

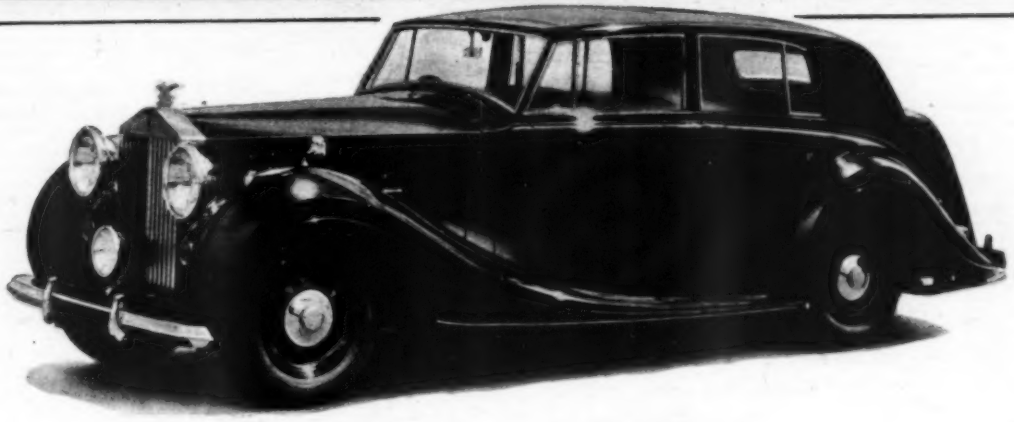
Some of the better heaters rely on water circulation being provided by the car's own water pump, but they are usually produced in alternative versions which can be used with cars having a thermo-syphon cooling system.

The heat of the exhaust is not now generally used for interior heating, but A. W. Gamage have a model for Morris Eight and Ford Eights and Tens up to 1948. There is a chamber fitted round the exhaust and passing hot air to the car via a shut-off valve operated by Bowden control.

There is no true "air conditioning" plant for cars, which would involve dust removal, deodorizing plant for passing the gasworks or the native bazaar, refrigeration to extract all moisture and humidifying to replace it with an optimum moisture content: but a distinction must nevertheless be drawn between plain heaters and complete heating and ventilating systems.

The most complete of these systems to be used on British cars is the large Smith's model. But it can be used only where the car manufacturer has made provision for its installation.

*Guardi's "Santa Maria della Salute" is one of the great paintings of the Venetian School. It hangs in the National Gallery and is reproduced here by permission of the Trustees.*



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when they reach their highest expression,
enrich the age to which they belong.

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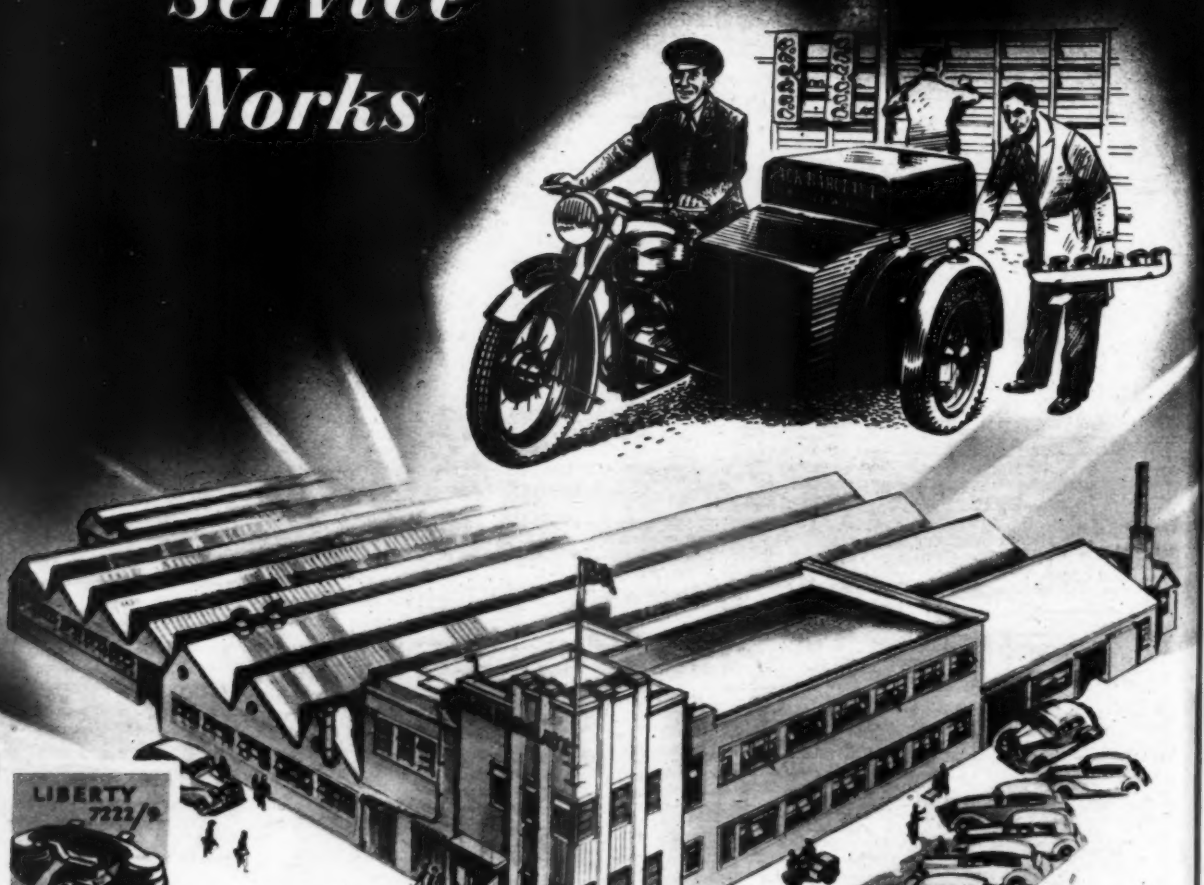


This is one of the mobile vehicles which are always available for emergency service at the Jack Barclay Service Works. They are used also for the delivery of small maintenance spares and for carrying out "Schedules" at owners' residences. These vehicles form part of the comprehensive ROLLS-ROYCE and BENTLEY Service provided by this up-to-date service organisation.

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A wide market place at Skipton is lined with parked cars.

# BYWAYS IN AIREDALE

## OFF THE MAIN ROADS IN YORKSHIRE

### by G. Douglas Bolton

AIREDALE encroaches on the fringe of industrial Yorkshire and is within sight of Bradford itself. Yorkshire's main attractions are found north of this industrial area. A rather surprising feature is the suddenness with which this scenic improvement is apparent. Having lived in Airedale for many years, few of its secrets have escaped my wanderings and I feel confident in saying you will get to know Airedale only by following its byways.

Bradford is a convenient centre, best approached by climbing over to Heaton in order to get the extensive view towards Bingley and Rombalds Moor seen from the descent to Cottingley. On a very clear day it is possible to see Ingleborough, 32 miles away. At Cottingley Bridge, five miles from Bradford, a narrow lane leads to the local golf club, beyond which an ancient pack-horse track continues for half a mile to Beckfoot, a place of surprising beauty considering its proximity to industrial Yorkshire. This track is about the width of a medium-sized car, and pedestrians may have to climb the hedges in order to let you pass. They may well get their revenge should you attempt the deep water-splash across Harden Beck, a tributary of the Aire, at Beckfoot. No doubt some motorists have made this crossing but I am not one of them. Walkers cross the stream by an attractive, hump-backed pack-horse bridge built (for £30) nearly a couple of centuries ago. A nearby farmstead is also of historic interest as it may have originated from the Knights of St. John of Jerusalem.

Once across the beck, a leafy lane with high hedges reminiscent of Devonshire climbs steeply to the Bingley-Harden road. I have negotiated it with my long-suffering Standard but it is quicker to walk. The ford can be by-passed by returning to Cottingley Bridge, continuing to Bingley and then following the Harden road as far as the entrance to the beautiful estate of St. Ives, which is owned by Bingley; the public are admitted—even in cars. But cars must not be parked on the grass on the roadside approaching the St. Ives Mansion. The climb to this fine old building is lengthy but gradual and the rich, park-like surroundings and imposing trees give no hint of neighbouring towns and cities. This estate is the headquarters of the Board of Greenkeeping Research where problems of turf cultivation are given practical experiment. There is a car park in front of the mansion, where you may like to call for afternoon tea; other meals are by arrangement. The back of the building is of considerable antiquarian interest and once again there are connections with the Knights of St. John of Jerusalem. Note the stone lantern on the roof, the mullioned windows, the coat-of-arms and the arch-shaped door set between fine stone pillars.

A different and equally delightful exit from the estate is obtained by continuing beyond the mansion and turning sharply to the left along a sandy lane. This track descends through dense woods beautified by many rhododendrons and joins the Harden road within easy reach of Bingley.

Harden is less than two miles from Bingley, where an old bridge spans the Aire alongside a weir. Near this point, on the long descent from Harden, a rough, stony track may be seen climbing steeply to the west. This is said to be a Roman road and leads to the Druid's Altar, a sinister outcrop of black rocks some 600 feet above Bingley. Whether on foot or by car, the way is long and toilsome. The surface is vile, and the ascent is in the nature of 1 in 6 for the best part of a mile.

### Altar to Brow

But there can be few finer rambles than the hill-top walk from the Druid's Altar to Thwaites Brow, near Keighley, with splendid views of Rombald's Moor and the winding course of the Aire. There are bracken-strewn slopes, open moorland and patches of turf ideal for picnics. Far down in the valley, distant moving objects, no larger than pin-heads, represent traffic on the main road from Bradford to Keighley.

The main road from Keighley to Skipton is not conspicuously attractive although useful for fast traffic. But the surrounding hills offer considerable interest. A long and steep ascent from Keighley brings us to the Tarn, a small sheet of water popular for skating during the winter. From here a series of lonely moorland roads can be followed to Green Sykes, Sutton Moor and Earl Crag. There is a tall, severe, stone observatory at Earl Crag and it is worth climbing to the top to see the expansive panorama of Aire-

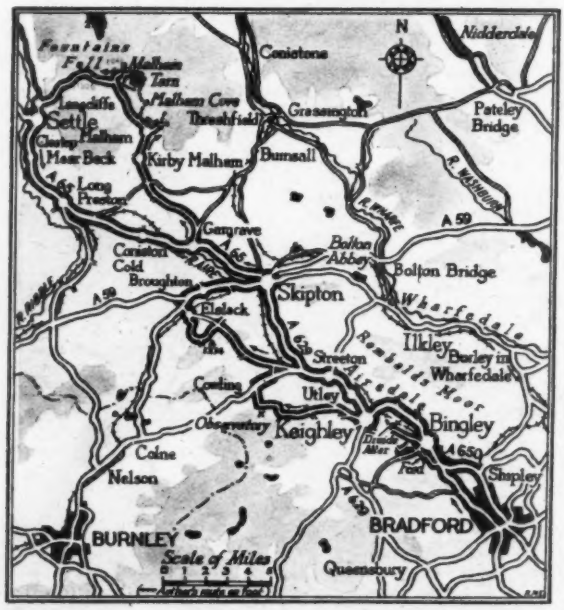
The black rocks of the Druid's Altar look down on Bingley, 600ft below.

dale spread like a map more than 800 feet below. The view to the west extends to Pendle Hill in Lancashire. After a long descent to the main road near Glusburn, we commence soaring once again and after another 800 feet climb we reach Carleton Moor. This is one of my favourite evening runs on account of the magnificent sunsets and expansive views. A narrow but passable lane dips down to Elslack and Broughton. There are intriguing glimpses of the canal near Skipton, enhanced by occasional small craft.

Skipton is a typical Yorkshire market town possessing a very large and wide market place, generally full of cars. There must be a magnet-like attraction about a place so full of parked cars and I can only urge you to try to find some nook or corner overlooked by someone else with similar intentions. The main attraction is the castle, approached by an impressive gateway bearing the inscription "Desormais." This castle dates largely from 1309 and partly from 1536, with odd portions as ancient as the 11th and 12th centuries. The most impressive view of the castle is undoubtedly from the back and some care is necessary to find the approach. The secret is to bear left at the church near the castle and where the main road crosses the canal at Mill Bridge, descend stone steps to the canal bank. The canal bank must then be followed for a few yards northwards in the direction of the castle, which can soon be seen towering on the extreme brink of a forbidding cliff. It is worth following the path to a timber yard and exploring the dense woods beyond.

The westbound main road can be followed for four miles until, just before Gargrave, a picturesque lane leads through rich, wooded country to Eshton and Airton. The latter is an attractive village with a broad green surrounded by interesting old houses such as the Quaker building bearing the inscription "Friends Meeting House. W.A.E. 1700." The Aire, which follows a straight course to the east of the village, is now very modest and no more than a sizable stream. The village of Kirkby Malham, less than two miles to the north, has an old church with curious attractions, such as a grave with a stream running through it, an Anglo-Saxon font, several Jacobean box pews, niches which once contained statues of the Saints, and, still stranger, Oliver Cromwell's signatures as witness to two marriages. But it is at Malham, two miles farther to the north, that the climax of the tour is approached. Malham itself is a typical dales village, and it would be well to obtain a meal here before visiting three of the finest scenic attractions in the country. These are Gordale Scar, Malham Cove and Malham Tarn, and are best visited in that order.

A number of decidedly adventurous roads radiate from



The 300ft cliffs at Malham Cove under which (left) the river Aire comes to the surface.

Malham and some of them are fit only for reliability trials, but it is quite a feasible proposition to drive to Gordale Bridge on the Kilnsey "green road." It is a good road thus far, although very narrow with really tricky hills. There is room to leave the car at Gordale Bridge and the famous Gordale Scar is seen a quarter of a mile to the north, deep in the heart of limestone cliffs. The Scar is a geological fault and appears as a cleft in the cliffs which tower some 300 feet overhead. At places they overhang and piles of fallen rock induce one to keep a wary eye. The overhang is often in a wet state and dripping water will splash down your neck to increase your feelings of apprehension when approaching the roaring waterfall at the head of the gorge. But there are far more dangerous places amid the limestone faults and pot-holes of this strange district.

Malham Cove is best approached by returning all the way to Malham and following the northbound road on the *west* bank of the Aire. This is much the better road, although steep. The car can be left at a point where the road nearest approaches the Cove, and a path followed to the remarkable wall of 300ft cliffs at the foot of which is the alleged source of the Aire. The cliffs descend to the water level and it is quite eerie to see a wide stream emerging from a wall of tremendous cliffs. One can imagine the water passing through the Stygian caverns.

## Tarn in Trust

We can now return to the car and ascend to a height of 1,307 feet beyond which point a rough track is reached leading to Malham Tarn. When I last visited the Tarn, some few months ago, cars were still not allowed, although the property now belongs to the National Trust. But the short walk to this lovely sheet of water is a delight.

A stream runs southwards from the Tarn following the course of a limestone valley. At a place called Water Sinks the water plunges underground but the valley continues to the brink of the 300ft precipice forming Malham Cove. Before the stream sank underground there must have been an awe-inspiring waterfall at this point. Some caution is necessary when approaching these drops as any stones dislodged may drop on some poor fellow beneath.

Our tour can be concluded by following the moorland road to Langcliffe and Settle. The very steep descent to Langcliffe is now much improved with good surface and widened corners, but it still requires considerable care. Having thus explored Airedale the return can be left to the last moment, as the 35 miles of fast main road between Settle and Bradford are soon covered.

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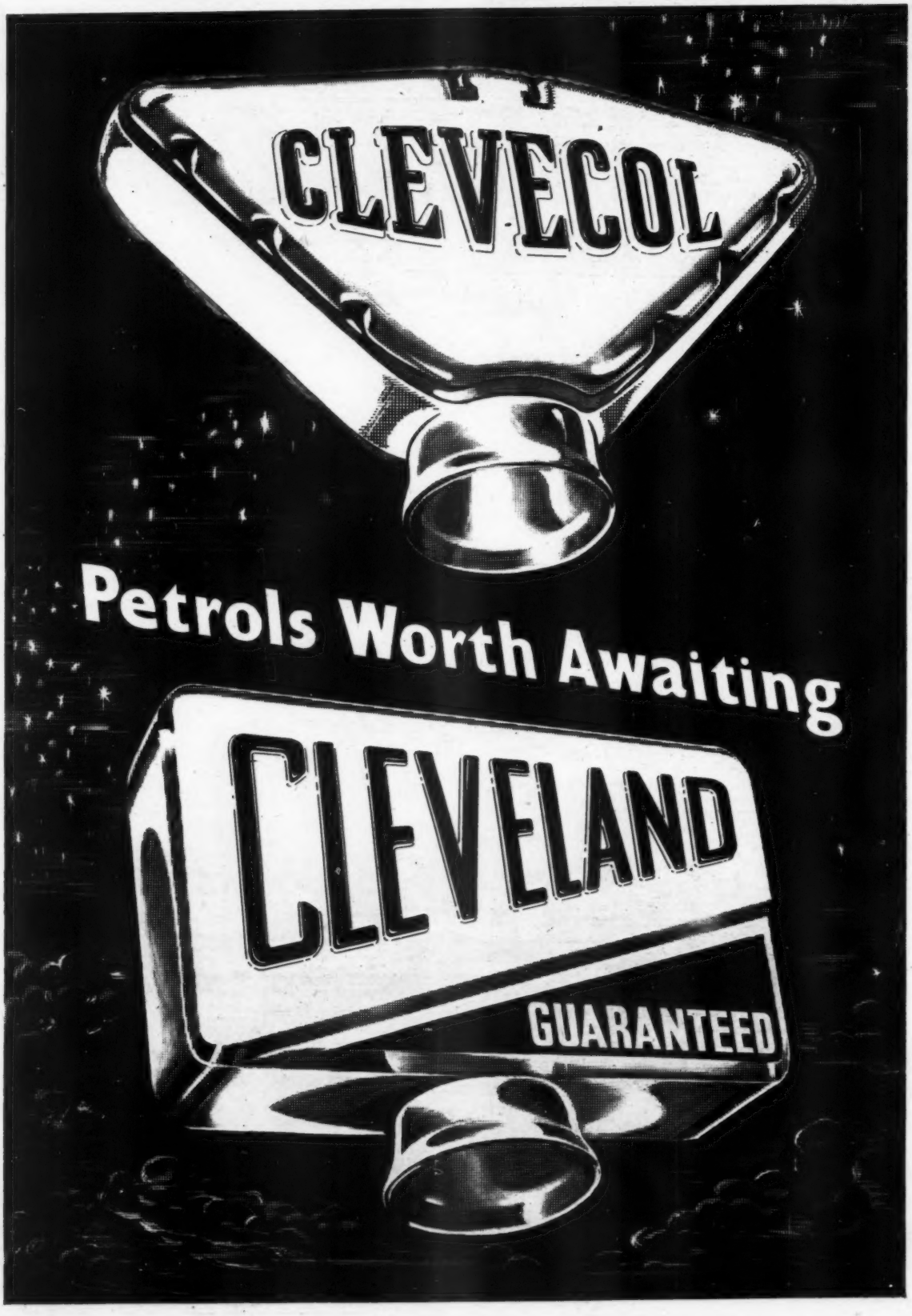
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TALKING OF SPORTS CARS : No. 331

Better half, not "better half." Mrs. Mortimer habitually turns Goodwood faster than her husband in OPA 2 and holds the unofficial ladies' lap record—1 min 53⅘ sec.

# SILVERSTONE HEALEY

## SATISFYING AND ECONOMICAL COMPETITION, SPORTS AND EVERY-DAY ROAD CAR

FOR those who would fain motor race and still practise what the late Lucius Seneca called "the science of avoiding unnecessary expenditure," the Silverstone Healey is a sovereign tool. It looked that way to Charles Mortimer when he bought OPA 2 in December, 1949, and it looks no different now that he and his wife have a crowded season of combined operations behind them. So, wotting well that racing budgets, so far from making sense, seldom even make nonsense beyond about their third month, Mortimer is writing a book on this one of his, and much m.e.p. to his elbow.

OPA 2, the second Silverstone ever built, started out as a works car and in that capacity ran in the 1949 B.R.D.C. production car race, driven by Rolt. When the Mortimers acquired it the Healey had done about a thousand miles. In the way that early samples of a series have, the car lacked a few of the furnishings afterwards standardized. It had, for example, no speedometer.

Total mileage is currently 4,000, of which only a small fraction has been racing miles. Between whiles the car plays the ordinary unspectacular roles common to every family's daily round—shopping and getting around generally; plays them with credit, too, the day having gone when vehicles of the sports-racing persuasion threw temperaments all over the place. "I go, I come back," as that chap used to say in the Handley show.

This Healey, as revealed by its public performances, is rather swifter than the regular run of Silverstoneware. Precisely what gives it its bigger bangs is Charles Mortimer's business, and, understandably, he won't talk in detail. "When we bought it we had the engine all apart and put it back again very carefully," is the noncommittal way he tells it.

The success of these molestations is best measured by the progressive rigour of the handicappers' attitude to OPA 2 and its operators, for although the car piled up a satisfying number of places during the 1950 season it never won a race. At Goodwood in August, for instance, Jean Mortimer found herself in flattering solitude on the scratch mark for a five-lap handicap, and even then finished fifth, lapping in the process in 1min 53 2/5sec; officially, no such thing as a ladies' record existed, but that time was faster than any scored before or since by a memsahib, and I believe there is talk of giving it official record status. At the same meeting she came third in a scratch five-lapper up to three litres, behind the phenomenal Connaught of Kenneth McAlpine and Peacock's Le Mans Replica Frazer-Nash.

### Mama Knows Best

In the early Goodwood meetings, Charles, in the "papa knows best" spirit natural to papas, entered himself for the scratch races and his wife for the handicaps, but as time wore on and the stop-watch evidence became more and more face-reddening (for him) he ruefully vice versa'd the roles. The Healey did, however, console him with one Goodwood "second"—in the June club meeting.

In club affrays at Silverstone, too, the appearance of the device kindled a gleam in the handicapper's eye, as witness the time when Jean, under Midland M.E.C. auspices there, was called upon to give long starts to male drivers of 3½-litre Jaguars and the rest of the Silverstone Healeys. There was nothing much that could be done about that, but OPA 2 was placed third, again with the wife and mother at the stick, in a five-lap scratch race the same afternoon. And in another Silverstone clubfest, viz., the Maidstone and Mid-Kent's, Mrs. Mortimer ranked second and fourth respectively in sports *and racing* scratch races, *libre* c.c.

There are two varieties of piston for Silverstone Healeys, high ones giving 7.2 to 1 compression, low ones at 6.9 to 1. The car had and still has the low type, but the first time it gave best to another Silverstone Healey was in the B.R.D.C. production car race at Silverstone in August, the Mortimers' ninth meeting on this car, when, with C.K.M. up, it ran fifth in its class, averaging 76.61 m.p.h. against the 79.92 set by the class-winning Healey of Duncan Hamilton. The Hamilton car had the high pistons.

This model, it will be remembered, was in a sense built down to a price, expressly to beat the double purchase tax, but a strenuous season of mixed motoring, competitive and otherwise, on the sample in question, has revealed only one small weakness which might be attributed to pricebound workmanship. Inside the 17-gallon fuel tank are two vertical pipes, one for the normal supply, the other for reserve. During practice for the opening Goodwood meeting, both these pipes parted at their common attachment point, enforcing a non-start.

For Mortimer, in common with most other competing *tipos*, the rain-lashed Tourist Trophy in September is something best forgotten, but, as he doesn't

Offside view of the Healey shows the perforated disc wheels, affording good brake cooling, and the retractable windscreen in the full-drop position.

Charles Mortimer hugging the grass on the ascent to Cuckoo Corner in the Blandford production car race last Whitsun, in which his Silverstone Healey finished third at 72.61 m.p.h.

## SILVERSTONE HEALEY . . . . . continued

have to read this, we will recall it just the same, if only because his Dundrod experience points a moral which may save others woe.

Immediately before the practice period, OPA 2's brakes were relined. By some mischance they were lined with a non-standard material leaving practically everything to be desired. After the first training séance, during which Homeric pedal pressures begat negligible retardation, they were relined again with the right stuff—but, warned the expert anchorites, the brakes would need several hundreds of miles' bedding-in. Time did not permit, and consequently for Charles the T.T. resolved itself into one bad pull-up for carmen after another. What with being ten-tenths brakeless and soaked to the protoplasm, he was feeling altogether pretty uncalled-for by the end, though, creditably enough, the Healey did average 66.48 m.p.h. and finished fourteenth out of 27 survivors.

It being the owner's intention, as mentioned in my opening, to dash into print at some length himself on the pounds, shillings and pice of limited-scale sports car racing, I will refrain from going into detail regarding the costs of OPA 2's 1950 season, but it can anyway be said that these were most moderate. During most inter-meeting lulls, nothing was done to the car at all, apart from greasing. The cylinder head was not lifted between the initial teardown and close of play in September. For the T.T., the services of a Riley works mechanic were laid on (Correct, Reader Proudfoot, the Healey has a Riley engine and gear box), more as a precautionary measure than anything, in view of the long lines of communication involved.

Moderately compressioned for a sports engine, this Riley unit puts a good face on Pool. Routine maintenance jobs are much facilitated by the divorcement of the wings from the slim body, allowing a really close-up approach to the bonnet's contents. Although light, the body structure as a whole, consisting of a stressed shell of 16-gauge light alloy on channel-section framework, stands a lot of bashing without developing rattles; and cretins in car parks are continually frustrated by the spare wheel, which, being slotted horizontally into the tail, just at the point of maximum sabotage, serves the important secondary purpose of an impregnable bumper.

It is, of course, no secret that the Silverstone model has a lower maximum than the saloon, for obvious aerodynamic reasons, but for owners who can take some climate on the chin the open Healey has it all over the closed one for really fast touring. Its high power-weight ratio —104 horse, 18½ cwt dry—gives it a beaut of a pick-up to the sort of speeds—eighty and some—at which it will cruise all day. The absence of metallic lingerie around the wheels, moreover, affords as good brake cooling as we were accustomed to twenty years back, before all this Progress broke out, and the brakes in consequence, when lined with the right linings and properly bedded down, are immune from fade under anything but the most relentless pedalling.

OPA 2, according to Mortimer, has a top speed of just about 105. On the Lavant Straight at Goodwood, which isn't long enough for the revs to stop building up in top gear, he gets an r.p.m. reading just equivalent to the "ton." As for acceleration, over the standing-start kilometre in the West Essex club's speed trials at Chelmsford last spring, Jean Mortimer put up 33.16 sec, which was fastest ladies' time and second fastest time regardless (Matthews' 3½-litre Jaguar beat her for top place by a decimal).

About seven times out of ten, it seems, one finds oneself quoting Brighton performances as accelerative criteria, but although OPA 2 ran there we perhaps never will know how fast this car can cover the Madeira Drive. First, Charles arrived after his class had been run off. Second, the class he had entered turned out to be the wrong one. Third, when he did run—rather swiftly—the timing gear didn't register. Fourth, when he tried again it was to return a time of such sloth that they nearly reopened the road on him. . . .

Sustained consumptions as good as 22 m.p.g. are normal under fast highway conditions, while in the T.T.—it will be remembered that the regulations permitted non-standard carburettor settings—the average was just better than 8 to the gallon.

All in all, looking at the matter from a cost-performance point of view—which is exactly how these combined operators intended all along to look at it—the conclusion formed from OPA 2's first competition season is that a Silverstone Healey has an all-round raceability which it would be hard to beat at the price, and which consistently places it close on the heels of costlier opponents. It is easy to tend, hard to break, by no means hoodlum in exhaust note and very passably tourable provided you don't wish to hump rafts of baggage; you can't have it both ways, of course, and the ability to carry seventeen gallons of fuel has to be paid for in terms of luggage room; the goods department between the seat squab and the petrol tank mightn't impress Messrs. Carter Paterson but it serves well enough for a one- or two-night stand by an unexacting twosome on the laughing side of forty—I mean thirty in Jean's case.

The Mortimers, as a matter of fact, are unexacting to the point that they don't even erect the hood, no matter what, and sidescreens have they none, although such screens are regular equipment on later and fully standard examples. The windscreen, which slides up and down in a trough instead of folding, leaving six inches protruding at full retract, is neat and rattle-proof and shrugs the airblast accurately over the driver's head in its lowest position.

By the time this appears in print, the Silverstone may have gone to a new home. If it hasn't, it will be seen some more in '51 around the circuits and sprint venues of old England and peradventure Ireland. In that case they will put in a set of the taller pistons and perhaps amend the body contours here and there to relieve drag a piece.

DENNIS MAY.

Acceleration duel between the Healey, farthest from camera, and a Connaught, at Goodwood, where the Healey scored a number of places but no outright wins during 1950.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

# CORRESPONDENCE

## UNDERFLOOR ENGINES

### Still Harder Life for the Home Mechanic?

[63009.]—I have read with some interest A. G. Douglas Clease's article "Is Design at a Standstill?" (December 1).

One thing he seems to have overlooked. There are still quite a number of owner-drivers who, like myself, have a mechanical bent and prefer to service their own vehicles. In these days one requires to be quite a contortionist to get at some of the grease nipples provided, particularly on the front wheel assembly.

If the engine is to be put on its side underneath the floorboards (I almost said "arches") and overhead valves are retained, we shall have to provide ourselves with a pit big enough to invert the car into whenever we wish to adjust the tappets or do anything else to the engine.

I even have a suspicion that the manufacturers have adopted the manifest advantages of overhead valves only because the present-day bonnet is such that only overhead valves can be adjusted when it is open. Side valves would be quite inaccessible. Even so, there seem to be many components of which the prior removal is necessary before engine adjustments can be resorted to. C. D. DAVY.

London, W.C.2.

## TWO-YEAR COVENANT

### Why Not a Price Restriction?

[63010.]—Why doesn't the Board of Trade make it illegal for anyone to sell a post-war car at more than list price? Other goods which are in short supply are controlled by a fixed selling price. FED-UP.

Burton-on-Trent,
Staffordshire.

### How Are the Remedies to be Applied?

[63011.]—Many times have I composed a letter to *The Autocar* on this subject, only to destroy it as being probably ineffective. Now, however, I feel that something *must* be done in view of the latest plans announced by the trade. It was with a feeling akin to despair that I read of this latest "master-stroke" as a means of ending unfairness. All that the new measures do is to postpone the date when profit may be taken. Two-year-old cars are at practically as great a premium as one-year-olds.

I do not know how the trade proposes to enforce the condition that no one already having had a post-war car shall be entitled to another (with exceptions). Reputable agents are already applying this restriction as far as they are able. Utterances by the S.M.M.T. or B.M.T.A. will not suddenly turn dishonesty into honesty and, therefore, without manufacturers' or other control, abuses will continue.

I should very much like to know who is to decide that a post-war car is not in running order. Are there not such things as reconditioned engines and spare parts? In my opinion, any post-war car, properly looked after, is capable of being put into running order unless it has been written off as a total loss as the result of a crash or fire. If it has not been properly cared for, the owner does not deserve a new one.

I have grave doubts also that the requirement of only one post-war car per person can be enforced. Can this person not have one himself, then his wife, son, daughter or other nominee?

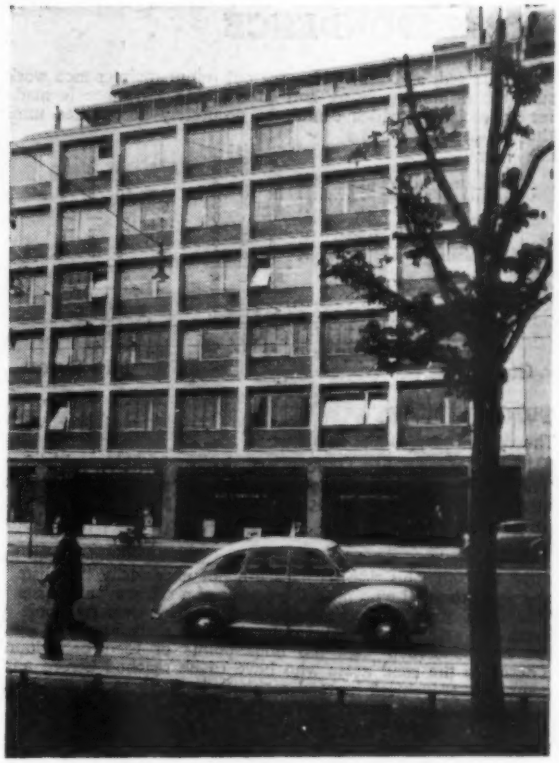
Stourport-on-Severn, G. V. PEARSON.
Worcestershire.

## COST OF MOTORING

### Further Post-war Morris Figures

[63012.]—I was interested to read the letter [62991] which dealt with the running costs associated with a 1936 Morris Eight.

It so happens that I have been running a 1939 Series E Morris Eight for just over a year and have kept exact costs over the first twelve months. At first glance these figures bear a rather striking resemblance to those submitted by Mr. J. Marfred in respect of his second year's upkeep. Actually, they may not quite tell the same story because the figure set against repairs and maintenance represents, in my case, only the cost of the parts and materials necessary for the overhaul. All the work involved I did myself.



Modern cars go well with modern buildings: the Jowett Javelin was photographed outside the new Shell House, in Copenhagen.

I should state, however, that a great deal of the work was considerably outside what was required simply to keep the car on the road and that as a result there has been a true appreciation in the mechanical worthiness of the vehicle, the benefit of which should be apparent in future maintenance costs.

**Expenditure 1949-50**

| | £ | s | d |
|---|---|---|---|
| Tax | 10 | 0 | 0 |
| Insurance | 9 | 4 | 9 |
| Petrol (253 gal.) | 31 | 12 | 2 |
| Oil | 2 | 3 | 4 |
| Repairs and replacements | 33 | 9 | 3 |
| Anti-freeze | 1 | 0 | 0 |
| Garage and parking | 1 | 0 | 6 |
| Driving licence | | 5 | 0 |
| | £88 | 15 | 0 |

Mileage, 6,930
Miles per gal. petrol, 29.74
Miles per gal. oil, 3,528
Average price of petrol during period, 2s 8½d (approx)
Total running costs per mile, 3.07d
Total running costs per week, 34s 2d

From the averages it will be seen that the m.p.g. in respect of petrol is poor. A new carburettor seems to be the only answer to this. The average for oil is based upon an average consumption of 441 miles per pint. The sump is drained and refilled every 1,000 to 1,300 miles and the amount drawn off checked against the quantity put in over the period.

Crewe, Cheshire. JOHN BUCKLEY.

### Another 1939 Series E "Balance-Sheet"

[63013.]—I was particularly interested in [62991] relative to the cost of motoring with a 1936 Morris Eight. As a comparison, I give figures for my 1939 Series E Morris Eight, purchased in 1948. When it was taken over the mileage was 35,000, and a works-reconditioned engine had been fitted.

The tax for 1950 was, of course, on the half-duty basis and the insurance at the correspondingly reduced rate. The only major replacements were a reconditioned dynamo in 1949 and new battery in 1950.

It should be noted that the figures for 1950 are for a full year, including estimated outlay for the month of December. Assuming full tax and insurance rates for 1950, to give a direct comparison, the total outlay would be £57 17s 10d and the cost per mile 2.9d. I have my own garage, no parking fees

# CORRESPONDENCE . . . . . continued

were incurred, and usually I carry out minor maintenance work such as washing, greasing and so on. No allowance is made for depreciation, which cannot be accurately determined until the car is sold.

| | 1949 £ | s | d | 1950 £ | s | d |
|---|---|---|---|---|---|---|
| Tax | 10 | 0 | 0 | 5 | 0 | 0 |
| Insurance (Comprehensive) | 13 | 4 | 3 | 8 | 0 | 0 |
| Petrol (120 gal.) | 12 | 10 | 2 | (136) 20 | 2 | 0 |
| Oil (3 gal.) | 1 | 6 | 3 | (3½) 1 | 12 | 10 |
| Tyres (2) | 6 | 3 | 0 | — | — | — |
| Inner tubes (1) | | 12 | 6 | — | — | — |
| Repairs, etc. | 3 | 4 | 6 | 6 | 5 | 3 |
| Replacements and spares | 8 | 15 | 10 | 6 | 13 | 6 |
| | 55 | 16 | 6 | 47 | 13 | 7 |
| Mileage | 4,250 | | | 4,790 | | |
| Petrol | 35.4 m.p.g. | | | 35.2 m.p.g. | | |
| Oil | 1,417 m.p.g. | | | 1,368 m.p.g. | | |
| Cost per mile | 3.15d | | | 2.38d | | |
| Cost per week | £1 1s 4d | | | 18s 4d | | |

Glasgow. J. H. SMITH.

## TWO ABREAST

### The Black Sheep of the Families

[63014.]—Mr. Philip Hutchings' letter [67971] criticizing The Scribe for his remarks on cyclists does, I feel, strike the wrong note. Surely we should be able to point out the faults in other road users without these remarks being labelled "warfare."

In discussions on this topic, I consider we should bear in mind that all who ride bicycles are not necessarily "cyclists," any more than all who push the pedals of a car are "motorists." There are quite a number who consider their own transport a necessary evil to enable them to do their daily journeys, and are not concerned with the finer points of road behaviour. These are the road users who have to be reached before any general improvement in road manners is likely to be attained.

Weymouth, Dorset. J. E. PATRICK.

## DITCHED

### Dog Trouble of a Different Nature!

[63015.]—During a recent visit to Cambridge I was amazed to find some of the main roads in the city exceptionally dangerous owing to open channels extending some 14in from the side of the pavements; these are approximately 5in deep with vertical sides.

I drew my car to the near side to allow my passengers to alight, when I found my near front wheel had dropped into one of these and that the rear wheel was balanced on the edge. There appeared to be no method of getting out, so I hailed a passing constable—he grinned and informed me I was one of thousands who had found themselves in the same predicament.

I have motored from Land's End to John o'Groats and have not encountered anything like it, even in the most remote parts of the Highlands. I suggest the authorities of Cambridge should set about covering these channels.

I understand some local benefactor was responsible for these open channels, to enable dogs to have their refreshment when necessary. WILLIAM A. PATON.

Johnstone, Renfrewshire.

## MONTE CARLO RALLY

### Official Explanation of the Offending Clause

[63016.]—We have read your recent statements on the Monte Carlo Rally and we fear that they might cause your readers to suppose that the clause in the XXIst Monte Carlo Rally regulations excluding cars whose engines are manufactured by firms other than those producing and describing them in their catalogues, was dictated by motives other than the true one. To enable your readers to form their own opinion, we think it necessary to explain the reasons which caused us to take this decision.

Originally only real touring cars entered for the Rally, but for several years past competitors have shown a tendency to enter (both in this Rally and other events of a similar kind) cars which have considerable alterations to the normal type.

In order to preserve its true character of a touring competition, we feel it our duty to protect, as far as possible, competitors with touring cars against competitors with competition cars. The only means we have of doing this is to allow only standard series-built cars to compete. But on this point there is another distinction we feel should be made, between the type of car for which a certain type of engine is exclusively built, and the type equipped with an engine not usually built by that make, an engine usually more powerful than that provided originally by the manufacturer, or mounted in a lighter chassis.

We feel it abnormal to have to exclude from the Rally a car of which the engine has been modified and to be compelled to accept alterations to the same engine on the pretext that it has changed names and is described in another catalogue. There are, incidentally, French makes affected by this particular regulation.

As a matter of interest we have learnt of a catalogue being prepared to cover the alterations to a total of 30 cars. We feel readers will agree that we cannot allow practices of this, or any other kind, as a means of evading regulations which are constantly under review and have been made in the light of experience and inspired by the general interest.

Monte Carlo. ANTONY NOGHÈS,
President,
International Sporting Club.

[Since the publication of the original statement on the new regulation referred to in this letter, we have, of course, clarified the position and explained the motives which prompted the inception of the rule, in the issue dated December 1. We are pleased, however, to be able to publish the above letter from Monsieur Noghès, the full explanation in which should prevent any possibility of further misunderstandings on this subject. —ED.]

## MANIFOLD MYSTERY

### Staffordshire, Not Derbyshire, Yeomen

[63017.]—Your correspondent, Mr. F. Bird [62962] is correct about the tarmac road (supposed to be a footpath, but used freely by cyclists) taking the place of the narrow-gauge railway, but he is wrong in ascribing the wheel marks to the vehicles of the sturdy "Derbyshire" yeomen on their own ground.

This is not Derbyshire, but Staffordshire, the River Dove, about three miles to the east, being the boundary between the two counties. FRANK WILSON.

Manchester.

## ROOFTOP MUSIC

### Outlet for Traffic Frustration?

[63018.]—It is just possible that The Scribe may have observed the peculiar mannerism he refers to (November 17) indulged in by the driver of a well-worn but undented 1939 black Morris Eight.

His artist, however, in illustrating this habit, missed an important point. The basic feature of this phenomenon is that the level of the window sill is exactly right for the resting of one's elbow, and in this position one's fingers fall naturally on to the roof. The agitation of the fingers when in that position is analogous to the irritable tapping of the fingers on the desk which so many of us have observed during an interview with a higher executive who is beginning to be impatient with the interview.

It is, in fact, an outlet for the irritation which surges up when held up in traffic, and is, I submit, a far better one than the alternative so often indulged in of applying both hands to the steering wheel, gear lever or any other control which will enable one to dart about within the traffic stream with a snarl on one's face, and amongst the curses of all other fellow-sufferers.

In the circumstances, I hope you will be able to agree that this mannerism is quite a laudable one. ROOF TAPPER.

Coulsdon, Surrey.

## VOLKSWAGEN PERFORMANCE

### Maximum Speed Misunderstanding

[63019.]—After reading Gordon Wilkins' absorbing article "The Long Road Back" (November 24), I was extremely interested to learn that the standard Volkswagen will do 80 m.p.h.

Having been stationed at Wolfsburg for two years as an examiner with C.I. R.E.M.E., I drove approximately 2,000 Volkswagens, new, reconditioned, and well run in. These cars had a speedometer with a maximum reading of 120 k.p.h., which is certainly not 80 m.p.h Manufacturers do not underestimate in such matters. HARRY BRIDGE.

Lanark.

[The author did not intend to imply that the Volkswagen does 80 m.p.h. It was pointed out that a mean piston speed of 2,500ft per min (often reached on other cars) is equivalent to a road speed of 80 m.p.h. on the Volkswagen, but this is far above the maximum actually obtained. The Volkswagen engine therefore spends its working life in mechanical conditions favourable to durability and low wear. True maximum is about 70 m.p.h., as mentioned in the article.—ED.]

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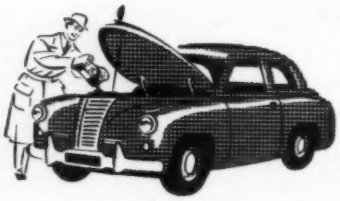

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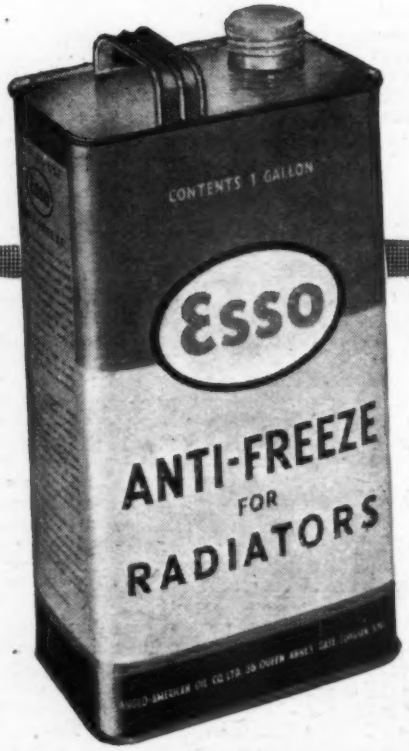


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# NEW YORK NOTEBOOK

By JOHN BENTLEY

## *Indian Summer*

NEW YORK in November with the noon temperature at 80 degrees is one of those paradoxes you might expect to read about in Ripley's "Believe It or Not," with no serious thought of actually living through it. Yet that's what happened early in the month. Office workers in their shirt sleeves. The Manhattan streets teeming with males whose summer suits and shirts were putting in some overtime. Women garbed in gay and flimsy creations. Bedroom windows wide open all night and blankets neatly stowed away. November usually is the time for icy blasts to course along the deep canyons formed by New York's skyscrapers —for fur-lined coats to be taken out of mothballs. Many of the privileged doubtless were on the point of postponing their annual trip to Florida when things cooled off a bit after a spate of Indian Summer unequalled in 69 years of Gotham meteorological history. Concurrently, of course, new records were set up for week-end traffic jams in and out of the city. At the time of writing, how soon the anti-freeze boom will begin is still anyone's guess.

## *Twenty-four Shilling Transit*

PRACTICAL road tests designed to show up the dependability and low running costs of Diesel-powered automobiles are, of course, nothing new. However, for sheer economy coupled with lively performance the recent 912-mile journey by road of three young Chicagoans from their city to New York is something worth the telling. The car was a 1940 Lincoln club coupé, its original 12-cylinder Zephyr engine removed and replaced by a standard four-cylinder Hercules Diesel liberated from a small truck. The crew consisted of 28-year-old Norman Esbrook, chief Diesel instructor at the Utility Engineering Institute of Chicago, and two companions named Jack Shafer and Norbert Kaplanski (aged 30 and 22 respectively), both also employed by the institute.

Taking turns at the wheel, these three covered the 912 miles in just under 24 hours—an average of better than 38 m.p.h. under ordinary traffic conditions. Consumption worked out at 27 gallons of straight Diesel fuel, costing 12 cents (about 10½d) a gallon. The running costs of this enterprise (excluding personal needs) were therefor under 8s per capita, or about one-third what they would be with a conventional petrol engine of equivalent consumption.

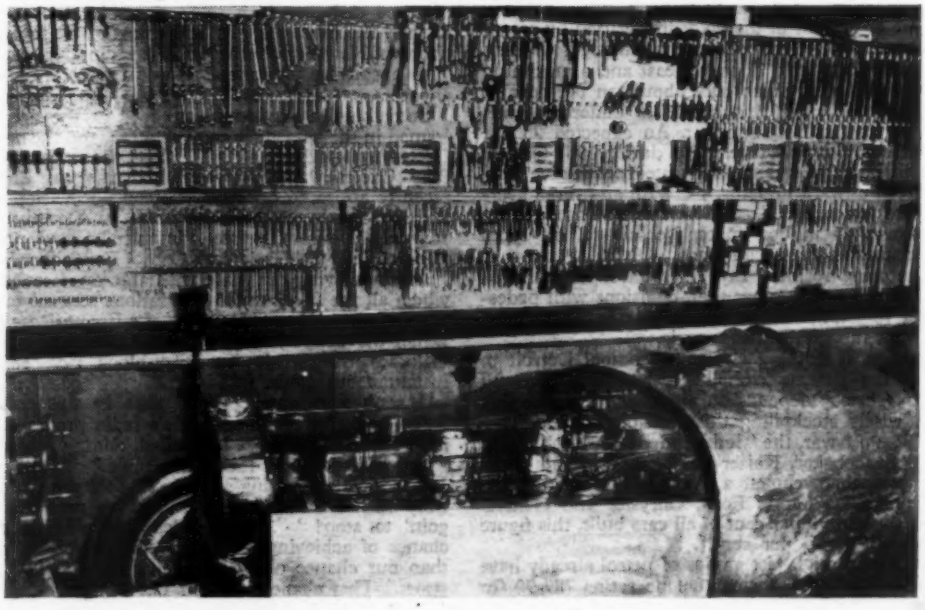
There were other advantages, too. Norman Esbrook stated that the Diesel engine weighed 25 lb less than the original power unit and occupied half the space. No oil whatever was used, and on the famous Pennsylvania Turnpike the car is said to have reached 100 m.p.h. several times. No trouble whatever was experienced, and the engine was never stopped throughout the journey. Ten hours of rain in Ohio and Western Pennsylvania plus an hour's delay in Pittsburgh traffic did nothing to help the average speed. "We're not trying to market anything at the moment," Esbrook concluded, "but we just wondered why a Diesel passenger car couldn't be produced here. We wanted to demonstrate just how practical and economical it would be."

The only snag appears to lie in the basic cost of such an engine, at present still $1,200, or four times the price of the average petrol type. On the other hand, the longevity of a Diesel would appear to be about ten times as great. An interesting thought.

## *That Frail Sex!*

THE other evening, on the quarter-mile banked track at Eyeslip, Long Island, there was staged a race for "pleasure cars." Facing the starter in two lines were 24 unmodified examples of Detroit hardware, mostly coupés and all of them, of course, with steel tops and *no* sunshine roof. Weird devices emblazoned the sides of the battered ironmongery such as, for example, the symbol "3½," or an "8" painted horizontally. Commercialism reared its ugly head with legends that read: "Zilch Ignition Service," or "Wally's Auto Repairs," adorning doors and bonnets. Up-

"GOT A SPANNER?" Russ Sceli, Connecticut member of the contest board of the Sports Car Club of America, has this vast array of tools. In the foreground—a Type 57 Bugatti with a Buick straight eight 5¼-litre Century engine.



# NEW YORK NOTEBOOK . . . . . continued

holstered in sheet iron, trimmed with gashes and dents and driven by crash-helmeted chauffeurs, the mad cavalcade set off on its scramble around the track.

For 150 laps these meteors, most of them with grotesquely bent wheels, snorted, lurched and wove at horrifying speeds, careening off each other with a crunch of caving metal, spinning and bouncing off the (fortunately) stout wooden fence surrounding the track. The occasional "pop" of bursting tyres was of no more account than the sound of fireworks on Guy Fawkes night, while the sparks generated by countless collisions and glancing blows were fitting visual accompaniment. In fact, about the only crowd-stirring adjunct missing from this entertainment was the scythes that charioteers used to fit to their wheels.

But when it was all over and a dilapidated Ford coupé streaked past the finisher's flag several lengths in the lead to come to a screeching halt, the driver was discovered to be—a woman. Little Anne Bunnselmeyer, former cab and truck driver, had beaten 23 mere males at their own game and incidentally scooped a cash prize of 987 dollars (over £350). Anne's husband had done the tuning, his trade being that of mechanic on "modified stock cars." And these, my friends, are something else again. By stroking a V8 Mercury engine, fitting racing cams, raising the compression ratio to around 12 or 14 to 1 and running on alcohol with multiple carburettors, it is supposed to be possible to get 235 b.h.p. from this unit. You then proceed to camouage it with a mutilated coupé body and rip around a quarter-mile track in second gear at 60 m.p.h. to the intense joy of the paying customers.

## Department of Smiles

HERE'S one that was perpetrated by a girl friend of my wife's, long since accustomed to hearing us use automotive jargon at the slightest provocation. Apparently liking the sound of some of these phrases without having any idea of their meaning, she stored them away for future use. On a recent date, her young man (a sports car enthusiast) began lamenting his mount's lack of performance. "Can't get the darned thing to go," he said. "Won't accelerate fast enough to get out of its own way . . . " Casually, without so much as the twitch of an eyebrow, my wife's girl friend replied: "Why don't you mill the head down or fit a blower?" Since then he hasn't stopped calling her for dates.

## Scissors and Paste

CAR sales are at present in the doldrums caused by recent Government restrictions on credit buying. "Easy terms" now mean one-third down at least and a maximum of 15 months to pay. . . Since only about ten per cent of all car sales are for cash, this slump is understandable, though unlikely to last very long. . . An expected 25 per cent cut in passenger vehicle production during 1951 (caused by diversion to war equipment) undoubtedly will give used car prices a fresh upward impetus. . . With an overall average of 11 cars apiece, U.S. dealers already are getting anxious. . . Some 45 million motor vehicles of all types are now circulating on American roads. . .

In 1941 motoring resulted in 12 fatalities per hundred million miles (from causes other than collisions with pedestrians or other vehicles); today, this fatality rate has dropped to only seven for the same mileage.

Sheer necessity, if nothing else, may compel Detroit to soft-pedal on the chrome embellishments whose beauty is flake-deep. Chrome depends on nickel and it seems that the Army is wisely stockpiling this valuable commodity—just in case. . . Post-war, the "independents"—Nash, Hudson, Packard, Studebaker, Kaiser-Frazer, Willys and Crosley have between them cut off a five per cent slice of the "big three" sales. Whereas Ford, Chrysler and General Motors formerly sold 90 per cent of all cars built, this figure has now dropped to 85 per cent. . .

Both standard and high-test grades of petrol already have lost a few points of their former octane rating (87-90 for premium fuel), in order to permit increased production of high-octane aviation petrol. . . The Government recently ordered a 17 per cent cut in the use of new rubber for civilian purposes, based on the consumption peak reached this summer. There is, however, still no tyre shortage and chemists are working overtime on synthetic processes designed to bridge this gap by stretching the available rubber supply. . . An appealingly ingenious radio "commercial" by one of the leading oil companies informs the listener that in the average car engine weighing some hundreds of pounds, the loss of only two ounces of metal is enough to cause a complete breakdown.

Another oil colossus with a fleet of 3,200 vehicles publishes in its house organ an interesting statistical breakdown of accident causes among drivers in the sales departments: 19 per cent of accidents stemmed from inaccurate reversing; 12 per cent occurred at cross-roads; 11 per cent were from following other vehicles too closely; six per cent arose from equipment failure; 11 per cent from overtaking; three per cent from forgetting to signal; 11 per cent when making a turn; three per cent from speeding; four per cent while parking; two per cent owing to road conditions; six per cent from absentmindedness; and another six per cent were from "miscellaneous causes." Seems these oilmen do an awful lot of reversing. . .

Friend Tom McCahill, a leading U.S. automotive writer who is constantly on the move testing cars from coast to coast, caught up with a truck that had a large sign painted on the back: *Caution—Blind Man Driving.* Mystified further by an elaborate aerial towering above the truck, McCahill followed it for miles, pondering over the miracle and reluctant to overtake. When finally he did so, an even larger sign painted on the truck's side cleared up the riddle: This sign read: *The Joe Doakes Venetian Blind Company, Inc.*

## My Friend the Cab Driver

WE were stuck at the usual traffic light the other evening, when my friend the cab driver suddenly got out, checked the tail light, then climbed back into his seat with a gleeful smile. "Did you see that couple in the car behind?" he inquired. "They were kissin' away like a pair of doves. Wish I had them in this cab!" "Seems you like romance?" I said trying to puzzle this one out. "Ah!" sighed the cab driver, "I'd sing to them . . . I'd sing: *Kiss Me Once,* or *Snuggle Up a Little Closer* . . . " And forthwith, as he got into gear, he began rendering the first of these melodies in a soft, agreeable tenor that had the lilt and the quaver of the real thing. The screaming cacophony of New York horns dwindled to nothing as we listened with absorbing pleasure. In due course we requested an encore.

Something prompted me to look at the driver's licence framed in the passenger compartment, and the name William Greenberg suddenly rang a bell. This was none other than Billy Green, the singing cab driver from Brooklyn who recently appeared on Fay Emerson's television programme and was given an entire column in Dorothy Kilgallen's *Journal American* feature. In turn he gave perfect imitations of Jean Sablon, Perry Como, Frank Sinatra and Billy Eckstein, driving the while with an easy cheerfulness before which all the usual traffic frustrations seemed to melt away. We were treated to *J'Attendrai, La Vie en Rose, Dark Eyes, When the Blue of the Night* . . . and half a dozen other melodies that made our fifty-block ride seem like an instantaneous affair.

"Aren't you wasting your time in this cab?" I said. "You ought to be on someone's radio programme." "I've a wife and four kids," he smiled, adding without rancour, "You have to know the right people." "I'll bet your wife enjoys having you sing at home?" said the spouse. "Ah!" Billy smiled. "So the wife says to me: when are you goin' to stop!" Nevertheless, the singing cab driver's chance of achieving fame on some network is a lot greater than our chance of again picking him up in a New York street. That chance is about 11,999 to 1!

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AGENTS FOR THE DOMINION MOTOR SPIRIT CO. LTD.

Lockhart-Bossingham trial: The sand and gravel pit which was Devon Cream. Watched by a goodly bunch of spectators, J. R. Bradford (Singer) snakes his way through the wet. Spirited bouncing got a number of competitors through this hazard.

# Chase Trophy Trial

SPORTS cars and trials specials were divided into two classes for the Shenstone and District C.C. Chase Trophy trial, run on December 10 around some good hills in Cannock Chase and its surrounds. The Trophy was won by R. B. Lowe (Dellow) with a non-stop tour of the course, and J. V. S. Brown won the Rugeley Bowl for the best performance in the sports car class, taking an extremely good line, time and again, on the observed sections; his 1,496 c.c. H.R.G. has, of course, a modest ground clearance. Both of these were winners of the same awards last year. The Committee Cup (greatest improvement on one's last-year performance) was won by B. Baxter (Dellow) with a 54 per cent improvement. This *is* improving.

Seven Springs was a good hill (if by good you mean tough) and stopped all sports and all but three trials cars. It is a straight, extremely steep climb up heathland, mostly gravel but with muddy patches; two of the three which climbed were Dellows (E. P. J. Reynolds and R. B. Lowe). An easier hill of the same type, Satnall, presented ground clearance difficulties but was otherwise easy. Oak Edge, Ashby's Gulley, Hints Hill and the Upper and Lower Pipes proved difficult, stopping even the trials specials with few exceptions, for rain fell throughout the day. Scots-Well Hill was used as a timed climb, on which fastest time (16.3 sec) was recorded by L. G. Evans (Dellow), with an excellent performance by J. V. S. Brown with his 1,496 H.R.G. of 19 sec.

There were two handling tests, not difficult to negotiate for those immunized to Birmingham traffic but giving opportunity for smart steering: Brown was very quick on this. And—at the start—a test by a home-made but effective roller machine which shows whether one rear wheel rotates with the other stopped. Nobody (of course) failed in this test.

**CHASE TROPHY RESULTS**

**Chase Trophy:** Dellow 1,172 (R. B. Lowe).
**Rugeley Bowl:** H.R.G. 1,496 (J. V. S. Brown).
**Committee Cup:** Dellow 1,172 (B. Baxter).

**First-class awards: sports:** H.R.G. 1,496 (J. W. Fowler); Frazer-Nash 1,496 (J. H. Leigh). **Second-class award:** Salmson 1,087 (V. T. Fellowes).

**First-class awards: trials cars:** Dellow 1,172 (E. P. J. Reynolds); Dellow 1,172 (F. E. Wall). **Second-class awards:** Dellow 1,172 (V. Ostroumoff); Dellow 1,172 (G. D. C. Ostroumoff).

# Lockhart-Bossingham Annual

RAIN added difficulty to the hills and was responsible for some discomfort amongst competitors in the Lockhart-Bossingham trial run by the Berkhamsted club last Sunday, but, as many competitors had wallowed in a large share of the fog on recent weekends, they did not let the rain bother them. In all 30 starters set off from the Welwyn bypass and proceeded to make a clean climb of the first section at Heath Hop. A warmer-upper this, comprising a hump, down a dip, and up a bank.

Section three at Aunt Wood became a stopper, however, with almost everyone failing. This was a straight climb up a wooded hillside where, over the years, the top soil had become a greasy leaf-mould. Dave Price made a particularly polished climb here, as had J. C. Smith beforehand in Onslow-Bartlett's car of last season. Bartlett this time was a non-starter.

Devon Cream provided more excitement, the site being a sand and gravel pit near Codicote: Through a muddy splash and up the wet, soft, sandy slope. Here many crews, like A. G. Pine (Austin-Ford) and S. Pipe (Ford) nearly stuck half-way but got under way again by effective bouncing. G. Pentony, the eventual winner, made it look just too easy and M. W. Todd and G. L. Hancock (Dellows) also gave polished displays. Dave Price again sailed up without trouble and his name subsequently appeared—as usual—amongst the first-class award winners.

Team prizes were not awarded because of the lack of entries. In the provisional entry list Imhof and Appleton were linked with Burgess, but the first two did not compete. J. C. Smith, a first-class award winner, and J. R. Bradford, one of the four non-finishers, also lost their team entry because Summersold was a non-starter.

In view of the number and quality of the invited clubs—Chiltern, Harrow, N.W. London, M.G., N. London, and "750"—the entry was not as exciting as it might have been. Nevertheless, everyone enjoyed the trial and ended with a clean climb of the last hill, Bouncers' Delight, before reporting at the finish in Berkhamsted.

**PROVISIONAL RESULTS**

**Bossingham Memorial Cup** (best performance): Cyclops 1,450 (G. Pentony).

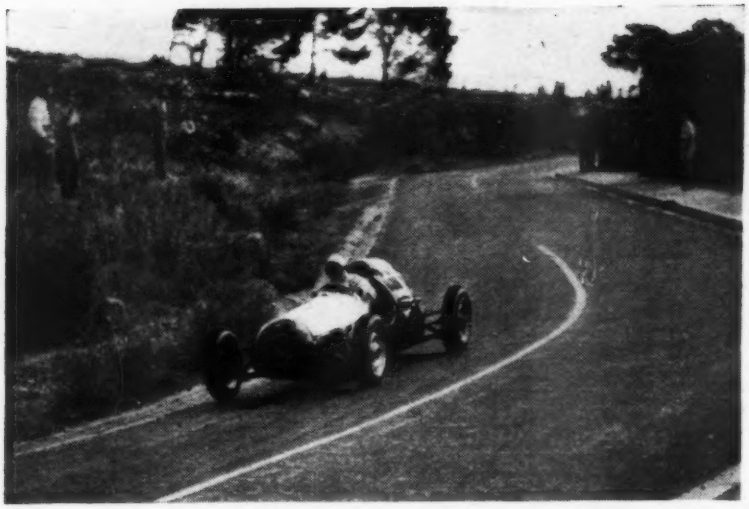
**Members' Challenge Cup** (best performance by member of Berkhamsted club): Dellow 1,172 s (G. L. Hancock).

**Simmons Cup** (up to 750 c.c.): Austin 747 (R. E. Lang).

**Class prize-winners:** Up to 1,100 c.c., D.H.G.-Austin 747 (B. Wyburn); unlimited, Ford 1,172 (V. S. A. Biggs).

**First-class awards:** Bartlett 1,172 (J. C. Smith); Lotus 1,172 (M. H. Lawson); Price Spl 1,172 (D. W. Price).

**Second-class awards:** E.R.P. 1,172 (P. D. Brookes); Ford 1,175 (J. V. Lewis).



Stanley Reed, winner of the recent Camps Bay hill-climb in South Africa, at speed on the hill in his rear-engined, rear-wheel-drive, supercharged Citroen Special.

# THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

THE principal event this weekend will be the R.A.C. Trials Championship, which starts from Montpelier Gardens, Cheltenham, at 9.30 a.m. tomorrow, December 16. This year should see a very much more strenuous struggle than was possible last year, when the very dry conditions resulted in practically no difficulty being experienced on the observed sections. Many new hills are included, the first four — Noverton, Draper's One, Draper's Two and John's Delight—all being on the land of Lower Hill Farm, Prestbury. Others include Saw Mills, just off the east side of the Birdlip-Stroud road, about two miles beyond Foston's Ash Inn, and Middle Jinny, which is just off Leckhampton Hill on the Birdlip road out of Cheltenham.

The entry comprises 68 cars, representing four zones, North of England, South of England, Scotland and Ulster. All the best known trials stars are among those taking part, including Maurice Wilde, Cuth Harrison, Gordon Mosby, Reg Phillips, Ken Burgess, Godfrey Imhof, Johnny Clegg, Cyril Bold, Ken Rawlings, Leslie Onslow Bartlett, Geoff Holt and Mike Lawson. Among the Dellow brigade are Lew Tracey, Wally Waring, Ron Lowe and "Doc" Hardman, while Ken Wharton makes a welcome return to trials with his new Wharton Austin, powered by an A.40 engine.

All the indications are, therefore, that this should be one of the best and most closely contested trials of the season.

## COMING SHORTLY

**DECEMBER 15.**—Hants and Berks M.C. Annual dinner and brains trust, Wheatsheaf Hotel, Virginia Water, Surrey, 7 p.m.

16.—Sporting Owner D.C. Night Navigation trial, starting George Hotel, Dorchester-on-Thames, 10 p.m.

**16.—R.A.C. 1950 Trials Championship, starting Montpelier Gardens, Cheltenham, 9.30 a.m.**

17.—Sheffield and Hallamshire M.C. Christmas Trial.

17.—N. London Enthusiasts' C.C. Christmas Trial, Hertfordshire.

17.—Fiat 500 Club. Christmas luncheon run, King's Head Hotel, Beaconsfield, Buckinghamshire.

19.—Bristol M.C. and L.C.C. Annual general meeting, Full Moon Hotel, Bristol, 7.30 p.m.

19.—Aston Martin O.C. Christmas cocktail party, Cock Tavern, Fleet Street, London, E.C.4. 7 p.m.

20.—South Essex M.C. Annual dance, Queens Hotel, Grays, Essex, 8 p.m.

23.—Bentley D.C. Gathering of members and friends, Ye Old Talbot Hotel, Portsmouth Road, Ripley, Surrey, 4 p.m.

26.—M.G. Car Club (S.W. Centre). Cecil Kimber Trophy Trial, starting Mile 3 Roadhouse, Bishopsworth, Bristol, 12 noon.

26.—Southsea M.C. Boxing Day Trial, Hampshire and Surrey.

THE Bugatti Owners' Club Welsh Rally, which took place on December 8 and 9, was an enormous success, providing as it did many amusing variations from the standard form of such events. It will be remembered that each competitor was supposed to be a doctor on an errand of mercy, collecting a hypodermic syringe from a point near Oxford, a special diluent (closely resembling a capsule of lighter fuel) from Gloucester, a form of authorization from the Ministry of Huilth and Fuilth (which at the last moment was destroyed by a flying cup and evacuated from Builth to a remote farm in the Welsh mountains), and a special vaccine from the commander of a submarine at a point on the coast. These then had to be taken via a breakfast stop at Aberystwyth to the sick patient, Mr. Gwd Evans, whose interfering old aunt moved him in an ambulance at the last moment, resulting in a sort of paperless chase round Wales to a village called Woonton. Eventually every competitor returned to the finish at Prescott, where he was required to climb part of the hill in reverse in the dark against the watch (to decide ties), because this is just the sort of thing that a practising doctor might have to do while on his rounds.

Space unfortunately does not permit a full account of the trials and tribulations which naturally accompanied this procedure, nor the many ingenious devices resorted to by the organization, which bore the unmistakable trade marks of Holly Birkett and Michael Burn. Among the points which cannot go unremarked, however, are the fact that the vaccine was controlled under Article V (Sub-section 73) Dangerous Dogs Act (1949), that the patient's home address was given as 1, Saw Place, Hitchin, Herts, that his complaint was named on the ministerial forms as Dickson's Pain, and the proposed quantity (of the vaccine) and method of injection given as "one minim . . . inim."

As all competitors were given the same time of arrival at Aberystwyth they were in effect individually handicapped by their starting times, and eventual victory went to the limit man, E. J. G. Madgwick, driving an Austin Ten saloon, an excellent performance. Full results will be found in Club News.

OUT in South Africa the Camps Bay hill-climb, held on November 18, resulted in a positive spate of record breaking on this twisty, nine-tenths-of-a-mile course. Among the star performers

*THE MAN AT THE WHEEL*
*Lance Macklin*

*THIS year has seen frequent mention of the name of Lance Macklin, as he has been a prominent member of two of the most successful British works teams—Aston Martin and H.W.M. Of medium height and slightly built, Lance Macklin was brought up in the motoring tradition, as he is the son of the late Sir Noel Macklin, chairman and managing director of the old Invicta car firm. Now thirty-one years of age, although he doesn't look it, Lance shared the wheel of Ian Metcalfe's 8-litre Bentley in the 24-hour race at Spa in 1948, earning much praise for his handling of that unwieldy machine before clutch trouble caused its retirement. This year, after a crash with his own Aston Martin in the Targa Florio, he joined the official Aston Martin team, and shared with George Abecassis the wheel of the class-winning car at Le Mans, a performance which earned for them the E.R.A. Club Trophy for 1950. This association led him into the H.W.M. team, for which he drove in many Formula 2 races in the latter part of the season, finishing second at Naples, third at Mettet in Belgium, and sixth (first British car) in the German Grand Prix at the Nurburg Ring. Next year he will continue as a member of this team, which will be equipped with new single-seater H.W.M.s in place of the two-seater versions as heretofore.*

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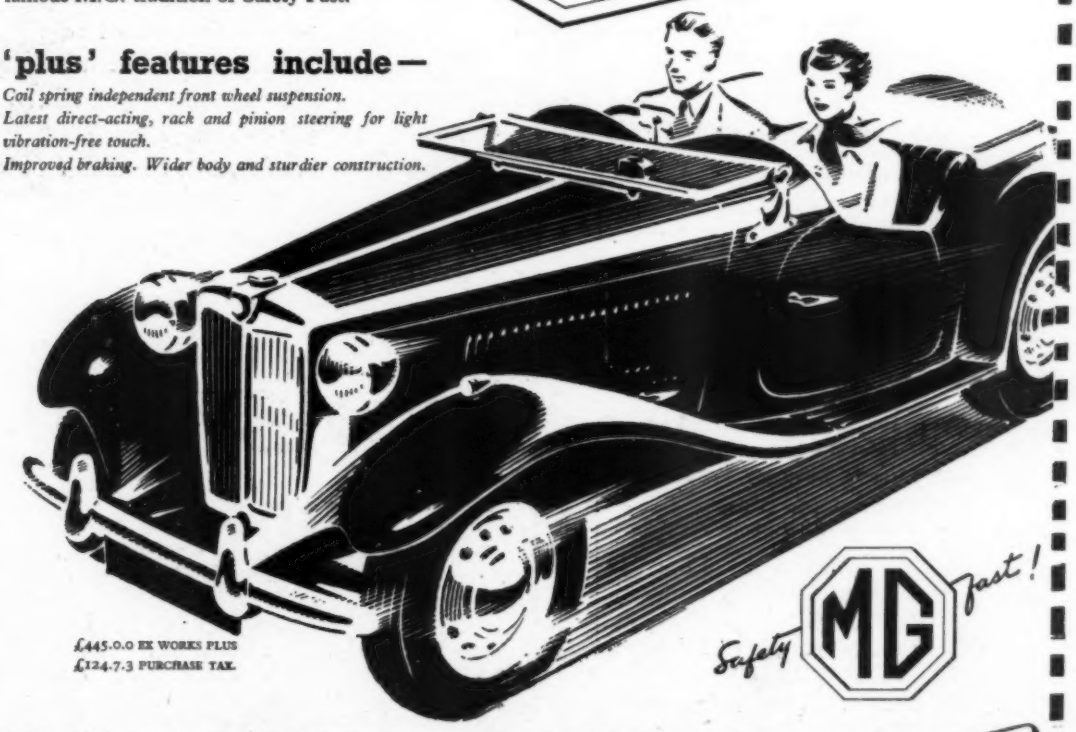

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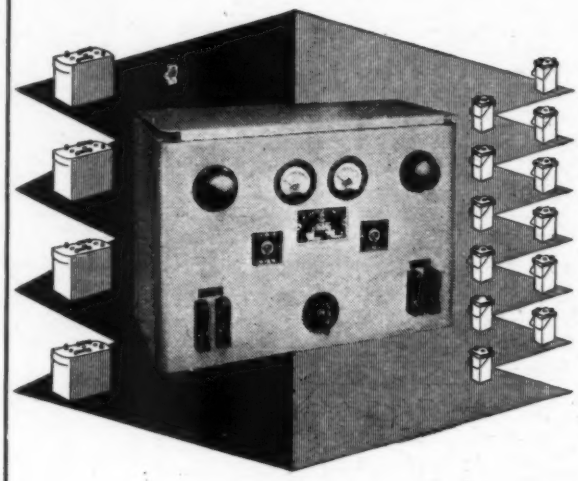

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T17

## THE SPORT . . . continued

in the racing car classes was D. Jennings' Riley Special, which has the engine placed transversely at the rear with chain drive through a motor cycle gear box in a chassis utilizing Fiat Mouse i.f.s., which won the 1,100 c.c. racing car class. The 2-litres introduced a close struggle between the Cisaprilias of P. A. Brown and J. H. Le Roux, the latter supercharged, which shared the honours.

However, the real excitement came in the unlimited class, with the rear-engined, supercharged Citroen Special of Stanley Reed, who on his first run shattered all the hopes of other competitors with a time of 50 sec dead; no one could get within 2.5 sec of this time, and it remained as f.t.d. Even the motor cycles, the classes for which alternated with those for cars, could not quite equal this, their best effort being 50.4 sec.

**Results:—Sports cars: up to 1,500 c.c.:** 1, M.G. (J. W. Davies), 57.3s; 2, M.G. (B. Morton), 59.3s. **Up to 3,000 c.c.:** Jaguar (D. Feltes), 62.8s.

**Racing cars: up to 1,100 c.c.:** 1, Riley (D. Jennings), 54.2s; 2, K.T.S. (A. J. Trebble), 59.8s. **Up to 2,000 c.c.:** 1 (tie), Cisaprilia (P. A. Brown), 52.5s; Cisaprilia s (J. H. Le Roux). **Unlimited:** 1, Citroen s (S. Reed), 50s; 2, Studebaker Spl (J. D. Radcliffe), 53.3s.

THE Midland Motoring Enthusiasts' Club held their annual dinner at the Imperial Hotel in Birmingham on Wednesday, December 6. A large selection of the members of this club, who really are enthusiasts in the best sense of the word, turned up to enjoy the excellent meal, to listen to the brief and pungent words of such personalities as the club's chairman, Murray Austin and Jack ("Wasp") Moor, and to applaud the worthy winners of the year's events as they received their awards from Mrs. Murray Austin. As usual, everything proceeded both smoothly and merrily under the chairmanship of Stewart Forrest; the centrepiece, mounted on a table, was a beautiful scale model Bentley, once the property of Woolf Barnato, seated on which the present owner, Alick Pitts, later did an electrically propelled lap of the room, though not, I regret to say, without losing marks for knocking over pylons.

THE B.R.D.C. dinner, held last Friday at the Dorchester, was its usual sparkling self, although many people were so busy trying to solve the intriguing motor racing questionnaire that they almost neglected the important business of eating. Reg Parnell was applauded when, in replying to the toast of The Sport (proposed by Max Aitken), he complimented the B.R.D.C. and the *Daily Express* on the Silverstone race meeting, and also for his forthright statement on the vexed question of the B.R.M. Earl Howe then presented the Gold Star and the Seaman Trophy to Stirling Moss, and the E.R.A. Club Trophy to George Abecassis and Lance Macklin. Stirling, far more nervous than usual before an event, was perfectly self-possessed once the flag had fallen, and in a speech which could hardly have been bettered insisted that most of the credit belonged to John Heath and his mechanics, without whose help he could never have realized his ambition and won the Gold Star.

Dancing then broke loose in a big way to the music of Howard Baker, with an interval for a cabaret in which perhaps the most popular turn was Rodney Walkerley, assisting a gifted imitator in giving a B.B.C. commentary from Silverstone, which, perhaps fortunately, was not transmitted farther than the Dorchester. Altogether a very good show, for which Desmond Scannell—that indefatigable organizer—must receive full marks.

LAST Friday, also, marked the occasion for the annual dinner and dance of the Cheltenham Motor Club, held at the Star Hotel under the chairmanship of the vice-president, J. P. Rees. Among the motoring notabilities present were T. T. Laker, who proposed the toast of the club, Bob (Velocette) Foster, who spoke for the competitors, and "Sammy" Davis, who did likewise for the visitors. The season's awards were presented by Mrs. Laker, and then dancing to the music of Freddie Smith, together with talk about the inevitable subject of cars, caused the evening to pass all too quickly.

THAT enthusiastic body, the Ceylon Motor Sports Club, which caters so adequately for the needs of the enthusiasts in that part of the world, has adopted for its badge the head-on view of a racing car (of the vintage period, when mechanics were carried) silhouetted together with the elephant of Ceylon against a cream background. "Sammy" has recently been made an honorary member of the club and was presented with the badge, a nice gesture which provides me with the excuse—as if one were needed—to illustrate same herewith.

THE many friends of Jack and Maryon Fairman will be delighted to learn that they have now a son and heir, who successfully completed the course last week within the scheduled time allowance, carrying all the specified equipment. Whether some member of the Fairman *équipe's* colony of pets will have to move over to make room for the new addition to the family is not yet clear, but I expect that if anyone has to sleep in the garage it will be Jack.

FOR the latter part of this racing season, that well-known tuning wizard, "Wilkie," otherwise W. E. Wilkinson, has been in sole charge of the preparation of David Murray's 4CLT Maserati, having left the Parnell organization in Derby. Now comes the news that Wilkie and David have together opened a tuning department for sports and racing cars in Edinburgh. Those who remember Wilkie's pre-war association with the Evans family in the old Bellevue Garage will not need me to tell them that he knows as many answers as anyone in the business.

J. A. C.


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SALES *Bristol* SERVICE

*A page from our Managing Director's Diary*

THURSDAY, 12 OCTOBER, 1950.

5.30 a.m. Leave Caterham in demonstration 401 saloon, 4 up and full boot.
6.50 a.m. Arrive Lympne aerodrome, Kent.
7.15 a.m. Take off with car in Silver City Airways Bristol freighter.
7.40 a.m. Land Le Touquet, France.
8.10 a.m. Leave Le Touquet, 5 up, drive via Paris to Montlhery Race track, 176 miles journey.
12.25 p.m. Arrive Montlhery—Lunch.
2.30 p.m. Check oil, fuel, water, tyres, four practice laps of circuit. Wife as passenger comments on comfort at 106 m.p.h.
3 to 4 p.m. Hours run officially observed. Covered 104.78 miles. Told this fastest time ever by 2-litre saloon. Best lap 107.55 m.p.h. —Glass of Champagne!
4.55 p.m. Leave Montlhery, now 6 up!—drive to Cormeilles Aerodrome—averaging 46 m.p.h. Arrive 5.55 put car in aircraft—take off.
6.45 p.m. Land Lympne, Kent. Under 12 hours out of England! Drive back to Caterham. Have car topped up with pint of oil and sponged over car ready for demonstration run to Major Thoms tomorrow morning at 9.30.

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*THE SPORT : continued*

## CLUB NEWS

**Sheffield and Hallamshire M.C.**—The annual dinner, dance and presentation of awards will be held at the Grand Hotel, Sheffield, on January 12, 1951, at 7 p.m.

**Sunbeam Register.**—The oldest competing car in the treasure hunt on December 9, which started from the Lambert Arms, Aston Rowant, was a 1915 Sunbeam tourer, and a modern Sunbeam-Talbot was used by the organizers to keep track of the older Wolverhampton Sunbeams as they went round the route. Clues, hidden marshals and grid references took drivers from point to point. Treasure and information about local landmarks had to be collected en route, and only three cars completed the full course before darkness fell. J. M. Maxwell, with Mrs. Maxwell as his navigator, won the event, gaining 218 marks in his Sunbeam 25, and L. A. Dopping-Hepenstal (S. R. Webb, navigator) took second place with a Sunbeam 16, and 189 marks to his credit.

**Hagley and D.L.C.C.**—"Quite a party" was the verdict of the 200 or so members and guests who attended the annual dance at Dudley on December 8. Light relief was provided by the arrival of two well-known trials drivers in pyjamas and night caps, complete with lighted candles, on the plea that the invitations called for evening dress. During the intervals there was much discussion on the forthcoming "Monte."

Results of the Shropshire Trial, run on December 3, are as follows: **Whittingham Cup:** Sleeman 1,172 (J. D. Sleeman). **Grove Cup:** Dellow 1,172 (Mrs. Mary Lowe). **First-class awards:** Austin 824 (J. E. de Blaquière); Dellow 1,172 (L. J. Tracey); H.D. 1,087 (J. Hart-Davis). **Second-class awards:** Dellow 1,172 (G. D. Waldron); Dellow 1,172 (R. B. Lowe); Lancia (L. M. Austin). **Novice's award:** Ford 1,172 (G. B. Johnson).

**Fiat 500 Club.**—A Christmas luncheon run will be held on December 17, to the King's Head Hotel, Beaconsfield, Buckinghamshire. Enquiries to J. A. James, 71, The Grampians, Western Gate, London, W.6.

**Bentley D.C.**—On December 23, at 4 p.m., there will be a gathering of members and friends at Ye Old Talbot Hotel, Portsmouth Road, Ripley, Surrey. Programme will be as follows: tea and biscuits, 4.30 p.m.; film show of motoring and motor racing films; 7.30 p.m., buffet supper and dancing to continue until midnight. Tickets, 15s each, may be obtained from Lt. Col. C. H. D. Berthon, "Madges," Long Crendon, Aylesbury, Buckinghamshire.

**Bugatti O.C.—Welsh Rally Results: Best performance:** Austin Ten (E. J. G. Madgwick), 0 marks lost on night section, 5 lost on day section. **Best performance by member of B.O.C.:** Bentley (W. A. L. Cook), 7, 4. **First-class awards:** 1, M.G. TD (E. O'Hanlon), 0, 6; 2, Austin A.40 (A. Gascoigne), 0, 7; 3, Bentley (T. G. Wood), 0, 8; 4, Vauxhall Velox (R. P. N. Stark), 0, 9; 5, M.G. TD (M. W. Hilton), 0, 12; 6, Vauxhall Wyvern (T. Beckingham), 0, 24; 7, Riley (D. Bollom), 10, 14. **Second-class awards:** 1, Bugatti 57C (W. D. Porter), 0, 25; 2, Renault (C. J. H. Lucy), 18, 13; 3, M.G. TD (R. White-Smith), 0, 34; 4, M.G. TA (A. S. Brookes), 10, 24; 5, Ford Ten (A. C. Hobbs), 24, 10; 6, M.G. J.2 (C. S. Neame), 19, 21; 7, Lancia (J. M. Readings), 14, 27.

## IN BRIEF

Major G. Bradstock has retired from the chairmanship of the vehicle distribution and service section of the S.M.M.T. He is succeeded by Mr. A. G. G. Marshall.

The death is announced with regret of Mr. J. Caillat, a founder director of the Zenith Carburettor Co., Ltd. Mr. Caillat came from France in 1910 to introduce the Zenith carburettor into this country.

In appreciation of 85,000 food parcels received from Australia, several thousand workers in the Dunlop company's factories are sending 2,500 wallets in return. Each wallet is embossed with the name of the recipient.

An increase of 12½ per cent in the prices of all accessories made by James Neale and Sons, Ltd., except those of the Klark mirror mask and electric horns, is in force This applies to the Beta-Vue wide mirror described last week and to the Golden Gleam fog lamp referred to on pages 1270-1271.

Twenty million tyres have now been produced at the Wolverhampton factory of the Goodyear company, since output began in December, 1927.

Conway Car Accessories have recently moved to larger premises at 185, The Vale, Acton, London, W.3. The telephone number is Shepherd's Bush 1079.

Mr. R. A. Hyslop, assistant general sales manager of the Anglo-American Oil Co., Ltd., has now been on the staff of the company for 40 years. He has received a present to mark the occasion from Mr. Leonard Sinclair, the managing director.

Thos. Richfield and Son, Ltd., 8, Broadstone Place, Baker Street, London, W.1, have published two booklets. One describes their specialization in all kinds of speedometer repairs and testing, and the reconditioned speedometer scheme, with prices. The other is a catalogue of brake cable replacements.

## INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 15618.—1937 2-litre Frazer-Nash-B.M.W.**
"F. B."—All possible details, maintenance hints and tips and a handbook for the Type 320 model.

**No. 15619.—1938-39 Triumph Dolomite**
"J. H. A. W."—All possible information and a handbook.

**No. 15620.—1937 Riley Nine**
"G. T."—General information, hints on tuning and a handbook.

**No. 15621.—1937 TA-type M.G. Midget**
"W. P. B."—All possible maintenance details and a handbook.

**No. 15622.—PA-type M.G. Midget**
"S. D. W."—General information and a handbook.

**No. 15623.—1935-37 16.9 h.p. Hudson**
"R. H."—All possible information and a handbook.

**No. 15624.—1931 Rover Ten**
"C. V. T."—All possible information on rebuilding and a handbook.

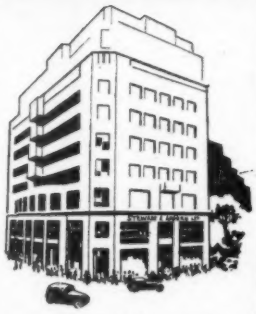
**No. 15625.—1939 16.9 h.p. Railton**
"A. R. C."—All possible information and a handbook.

**No. 15626.—Series III Morris Eight**
"F. J. W."—Hints and tips on removing pistons and fitting new rings, removing crankshafts for regrinding and fitting new big-end bearings.

**No. 15627.—Wiring Diagram**
"D. J. S."—1934 16 h.p. A.C., on loan.

**No. 15628.—Handbooks Required**
"P. G."—1933 Wolseley Twelve-Six.
"T. A. L. L."—1936 Cadillac Fleetwood limousine.
"V. E. W. F."—1934 Austin Seven.
"W. N. H."—1935 Sunbeam Dawn.
"L. W."—1936 Humber Twelve.
"E. H. P. S."—1936 Rover Ten.
"R. C. G."—1935 Riley Nine Kestrel.
"R. D. M."—1939 Austin Sixteen; also spare parts list.
"F. S. R."—1935 Wolseley Fourteen-Six.

# Everything MORRIS



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*Tel.: SPEedwell 9711/2/3*

**STAINES**
Morris House, 37 London Road
*Tel.: Staines 4117*

**NORTH HARROW:** Morris House,
Canterbury Road, Pinner Road
*Tel.: PINner 2200*

**CATFORD:** Morris House,
200 Bromley Road, S.E.6
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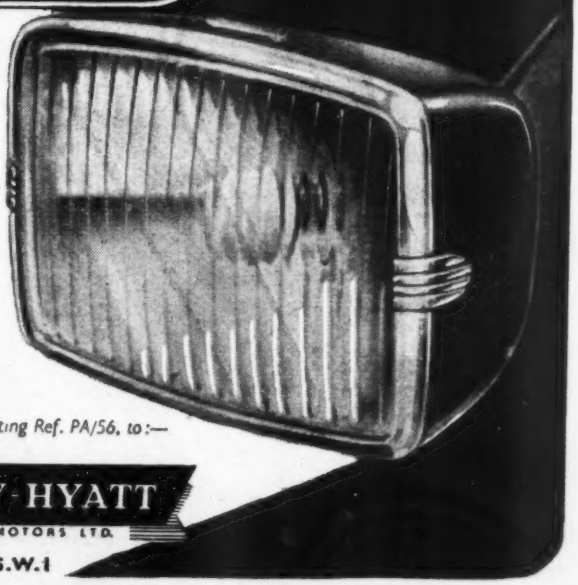

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1949 **AUSTIN** A.125 Sheerline Saloon, black, beige, 6,000 miles.

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1948 **AUSTIN** 16 h.p. Saloon, blue, brown leather, 8,000 miles.

1949 **AUSTIN** A.40 Devon Saloon, green, beige leather, 5,000 miles.

1949 **DAIMLER** 2½-litre Saloon, black, brown leather, 7,000 miles.

1949 **FORD** Anglia 8 h.p. Saloon, beige, brown leather, 3,000 miles.

1949 **FORD** Prefect 10 h.p. Saloon, green, brown cloth, 9,000 miles.

1949 **FORD** Pilot V.8 Saloon, black, brown leather, 12,000 miles.

1949 **HILLMAN** Minx 10 h.p. Saloon, pastel green, brown leather, 4,000 miles.

1949 **HILLMAN** Minx Mark IV Saloon, dove grey, red leather, 2,000 miles.

1949 **HUMBER** Hawk 14 h.p. Saloon, satin bronze, red leather, 5,000 miles.

1949 **HUMBER** Super Snipe 27 h.p. Saloon, steel grey, grey leather, 7,000 miles.

1949 **JAGUAR** 3½-litre Mark V Saloon, gunmetal grey, grey leather, 16,000 miles.

1949 **JAGUAR** 1½-litre Saloon, green, green leather, 8,000 miles.

1949 (1950 Series) **JOWETT JAVELIN** 1½-litre Saloon, grey, fawn cloth, 4,000 miles.

1949 **M.G.** 1½-litre Sports Saloon black, beige, 7,000 miles.

1949 **MORRIS** Oxford Saloon, grey, brown leather, 6,000 miles.

1949 **MORRIS** Six Saloon, black, beige leather, 5,000 miles.

1948 **ROVER** 75 Sports Saloon, suede green, green leather, 12,000 miles.

1949 **SUNBEAM-TALBOT** 80 Saloon, satin bronze, red leather, 1,000 miles.

1949 **SUNBEAM-TALBOT** 90 Saloon, satin bronze, red leather, 4,000 miles.

1949 **TRIUMPH** 2000 Roadster, gunmetal grey, grey leather, 9,000 miles.

1949 **TRIUMPH** 2000 R.E. Saloon, gunmetal grey, grey leather, 7,000 miles.

1949 **VAUXHALL** Velox Saloon, blue, grey leather, 4,000 miles.

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**1½-litre** 14 h.p. Sports Saloon, 1939, finished maroon, fawn leather, excellent engine ... **£495**
**1½-litre** 14 h.p. Foursome D/H Coupe, 1939, fitted reconditioned engine, Ace discs radio ... **£545**
**1½-litre** 14 h.p. Foursome D/H Coupe, 1939, black, fawn leather, a little less immaculate... ... **£470**
**1½-litre** 14 h.p. Sports Saloon, 1938, one owner since new, stored war years ... ... ... **£485**
**1½-litre** 14 h.p. Foursome D/H Coupe, 1940, metallic grey, red leather, moderate mileage **£595**
**1½-litre** 14 h.p. Sports Saloon, 1940, just like post-war model one owner, fitted Ace discs ... **£595**
**1½-litre** 14 h.p. Saloon, 1947, late registration, metallic grey, red leather, superb specimen... **£925**
**2½-litre** Sports Saloon, 1936/7, amazing condition for year, immaculately maintained by 1 owner **£315**
**2½-litre** Foursome D/H Coupe, 1939, metallic bronze, fawn leather, new hood and tyres ... **£525**
**3½-litre** Sports Seloon, 1940, Special Equipment Model, all features as 1947 Jaguar ... ... **£495**
**3½-litre** Sports Saloon, 1947, immaculate car, small mileage, one owner since new ... ... **£995**

**SUNBEAM-TALBOT** **Our selection is unrivalled.**

**10 h.p.** Sports Saloon, 1939, clean dark blue finish, blue leather, exceptional runner ... ... **£510**
**10 h.p.** Sports Saloon, 1939, similar to above, not quite so immaculate, higher mileage... ... **£495**
**10 h.p.** Foursome D/H Coupe, 1939, metallic grey, red leather, brand new mohair hood... ... **£525**
**10 h.p.** Sports Saloon, 1948, finished black with grey leather, immaculate one-owner car ... **£795**
**2-litre** 14 h.p. Foursome D/H Coupe, 1940, scarce and magnificent-looking car, like 1947 model **£595**
**2-litre** 14 h.p. Sports Saloon, 1948, chauffeur-maintained since new, very small mileage ... **£895**
**3-litre** Sports Saloon, 1939, scarce and most desirable car, exceptional performance... ... **£495**

**VAUXHALL** **Extensive stocks of all models ready for immediate purchase.**

**10 h.p.** Saloon, 1939, nicely finished in fawn, very economical engine, new tyres ... ... **£395**
**10 h.p.** Saloon, 1946, finished maroon with leather to match, small mileage, works maintained... **£595**
**12 h.p.** Wyvern Saloon, 1950 Series, registered October, 1949, leather upholstery, as new ... **£945**
**14 h.p.** Saloon "J"-type Model, 1939, original black finish, very clean condition ... ... **£475**
**14 h.p.** Saloon de Luxe, 1947/8, very low mileage, flawless condition, fitted radio, etc. ... ... **£795**

**HILLMAN** **Thirty-five Minx models and other Hillmans ready for inspection.**

**10 h.p.** Minx Saloon, 1937, finished fawn, real leather interior, exceptional runner... ... **£295**
**10 h.p.** Saloon de Luxe, 1939, original finish, very clean condition throughout, extras ... ... **£395**
**10 h.p.** Minx Saloon, 1939, similar to above model, cellulose a trifle dull, good engine ... ... **£325**
**10 h.p.** Foursome D/H Coupe, 1939/40, finished black with brown leather, brand new hood ... **£425**
**10 h.p.** Foursome D/H Coupe, 1947, one lady owner since new, very smart car ... ... **£665**
**10 h.p.** Minx Saloon, 1947, finished mist green, immaculate condition, small mileage ... **£675**
**10 h.p.** Phase III Minx, 1949, black, brown leather, condition as new, heater etc.... ... ... **£885**
**14 h.p.** Super de Luxe Saloon, 1939, full 5-seater body, privately owned, good engine... ... **£445**

**STANDARD** **Models of all h.p. and year in our showrooms.**

**8 h.p.** Saloon, 1939, clean little car, runs well specially recommended and fully guaranteed **£295**
**8 h.p.** Saloon de Luxe, 1946/7, finished black, brown leather, excellent condition, one owner ... **£495**
**9 h.p.** Saloon, 1936, in very superior condition for the year, coachwork clean, new tyres ... **£195**
**10 h.p.** four-door Saloon, 1933/4, black, brown leather, very sound runner, spotlamp, etc. ... **£150**
**12 h.p.** Saloon, 1936, finished blue throughout, extensively overhauled mechanically ... **£245**
**12 h.p.** Saloon, 1937/8, with 14 h.p. body, scarce example, bench-type seating, special features **£375**
**12 h.p.** Super-modern Saloon de Luxe, 1939, finished Mediterranean blue, grey leather, most desirable car, fitted heater, fine performance ... ... **£435**
**14 h.p.** Saloon de Luxe, 1948, black red leather, condition literally like brand new, radio ... **£795**
**14 h.p.** Foursome D/H Coupe, 1948, dove grey, grey leather, very immaculate appearance, 1 owner **£795**
**16 h.p.** Vanguard, 1949, black, fawn leather, flawless appearance, radio, heater, low mileage ... **£895**

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**Humber** 27 h.p. Pullman Limousine, 1937, black and chrome, blue leather, face-forwards, div. **£555**
**Humber** 27 h.p. Pullman Limousine, Jan. 1939, one titled owner since new ... ... ... **£795**
**Humber** 27 h.p. Pullman Limousine, 1938, black, fawn interior extensively overhauled . ... **£695**
**Humber** 27 h.p. Pullman Limousine, 1939, good mechanical order, very sound coachwork ... **£595**
**Humber** 27 h.p. Pullman Limousine, 1946/7, privately owned, genuine post-war model ... **£,1095**
**Austin** 16 h.p. Long Chassis 7-seater, 1935/6, black, brown leather, face-fwds., very economical... **£295**
**Austin** 18 h.p. Long Chassis York 7-seater Saloon, 1937, privately owned, spotless cond., f/fwds. **£495**
**Austin** 18 h.p. 7/8-pass. Limousine, 1938, division, face-forwards, leather front and rear... ... **£695**
**Austin** 18 h.p. Iver Limousine, 1939, one private owner since new, tip-top cond., heater ... **£775**
**Austin** 20 Mayfair Limousine, 1938, superb cond., one lady owner since new, every luxury ... **£765**
**Armstrong Siddeley** 17 h.p. 8-seater Limousine, 1936, black, fawn int., face-forwards, div. ... **£295**
**Cadillac** V8 Enclosed Limousine, Series 75, 1936, full 8-seater, special wide occs., six new tyres **£425**
**Renault** 27 h.p. 7-seater, 1946, excellent condition, latest type instruments, face-fwds. ... ... **£645**
**Chrysler** 28 h.p. Royal 6-seater, 1940, privately owned, leather upholstery, post-war features, heater, radio and every luxury ... ... ... **£645**
**Packard** Super Eight Limousine de Luxe, 1939, luxuriously appointed, widest face-forward seats, division, heater, one owner, new tyres ... **£875**
**Wolseley** 21 h.p. 7-seater Limousine, 1935 Model, registered 1949 (£10 tax) clean condition ... **£275**

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**14 h.p.** Sportsman's Saloon, 1939, late registration, immaculate appearance, radio, etc. ... ... **£685**
**14 h.p.** Saloon de Luxe, 1939, original finish, understood to have been stored during the war ... **£655**
**14 h.p.** Saloon de Luxe, 1938, extensively overhauled, new tyres and battery, good engine ... **£545**
**14 h.p.** Saloon de Luxe, 1937/8, finished dark blue, engine reconditioned by distributors ... **£450**
**14 h.p.** Sportsman's Special four-light Saloon, 1936, finished dove grey with red leather ... ... **£295**
**12 h.p.** Saloon de Luxe, 1947 (May), finished Rover green, superb, one-owner, low-mileage model **£995**
**12 h.p.** Saloon de Luxe, 1939, black, blue leather, clean condition, engine re-serviced ... ... **£595**
**12 h.p.** Saloon de Luxe, 1938, original black finish, brown leather, fitted Fram oil-coil, etc. ... **£525**
**12 h.p.** Saloon de Luxe, 1936, finished maroon, very clean car, lively engine ... ... ... **£285**
**10 h.p.** Saloon 1946/7, one lady owner since new, immaculate Rover grey finish, low mileage ... **£895**
**10 h.p.** Saloon de Luxe, 1936, unusually clean condition, tip-top little runner, finished dove grey **£295**

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**Buick** 31 h.p. Special Viceroy Touring Saloon, 1940, immaculate car, one owner ... ... **£695**
**Buick** 31 h.p. Special Foursome D/H Coupe, 1937/8, English coachwork, real leather up-holstery ... ... ... ... ... ... ... **£445**
**Buick** 31 h.p. Viceroy Saloon, 1939, very clean condition, engine overhauled, new tyres... ... **£595**
**Buick** 38 h.p. Regent Saloon, 1939, flawless appearance, all post-war features, heater ... **£695**
**Hudson** Country Club 22 h.p. 6-seater Touring Saloon, 1940, excellent condition, steering-column gears, air-conditioning, radio, leather ... **£495**
**Railton** 29 h.p. Foursome D/H Coupe 1936/7, Hudson engine, Fairmile body, radio, etc. ... **£325**
**Dodge** 34 h.p. Custom Eight Saloon, 1939 (June), leather throughout, superb performance, radio **£695**
**Studebaker** Champion 22 h.p. Touring Saloon, 1940, one private owner, radio, etc.... ... **£465**
**Pontiac** Silver Streak Foursome D/H Coupe, 1937, black, red leather, fine engine ... ... **£295**
**Chevrolet** 30 h.p. Touring Saloon, 1945/6, fully chromed, new-look front, immaculate condition ... ... ... ... ... ... **£645**

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**ALVIS** Speed 25 Sports Saloon 1938/9, excellent cond., many special features, very fast ... **£545**
**ALVIS** Crested Eagle 17 h.p. Sports Saloon 1934, rare specimen, very fast car, extras ... ... **£215**
**ALVIS** Firebird 14 h.p. Foursome D/H Coupe, 1936/7, most desirable car, lively engine ... **£375**
**B.S.A.,** 10 h.p. front-wheel-drive Sports Roadster, 1939 attractive condition, very fast car ... **£295**
**DAIMLER,** 2½-litre Saloon, 1939, one private owner, beautiful condition, superb engine ... **£650**
**FRAZER NASH** T.T. Replica, 1½-litre, Italian engine, goes like a scalded cat ... ... **£275**
**RILEY** 9 h.p. special four-light Kestrel Saloon 1935 twin-carb. engine, very fast ... ... ... **£250**
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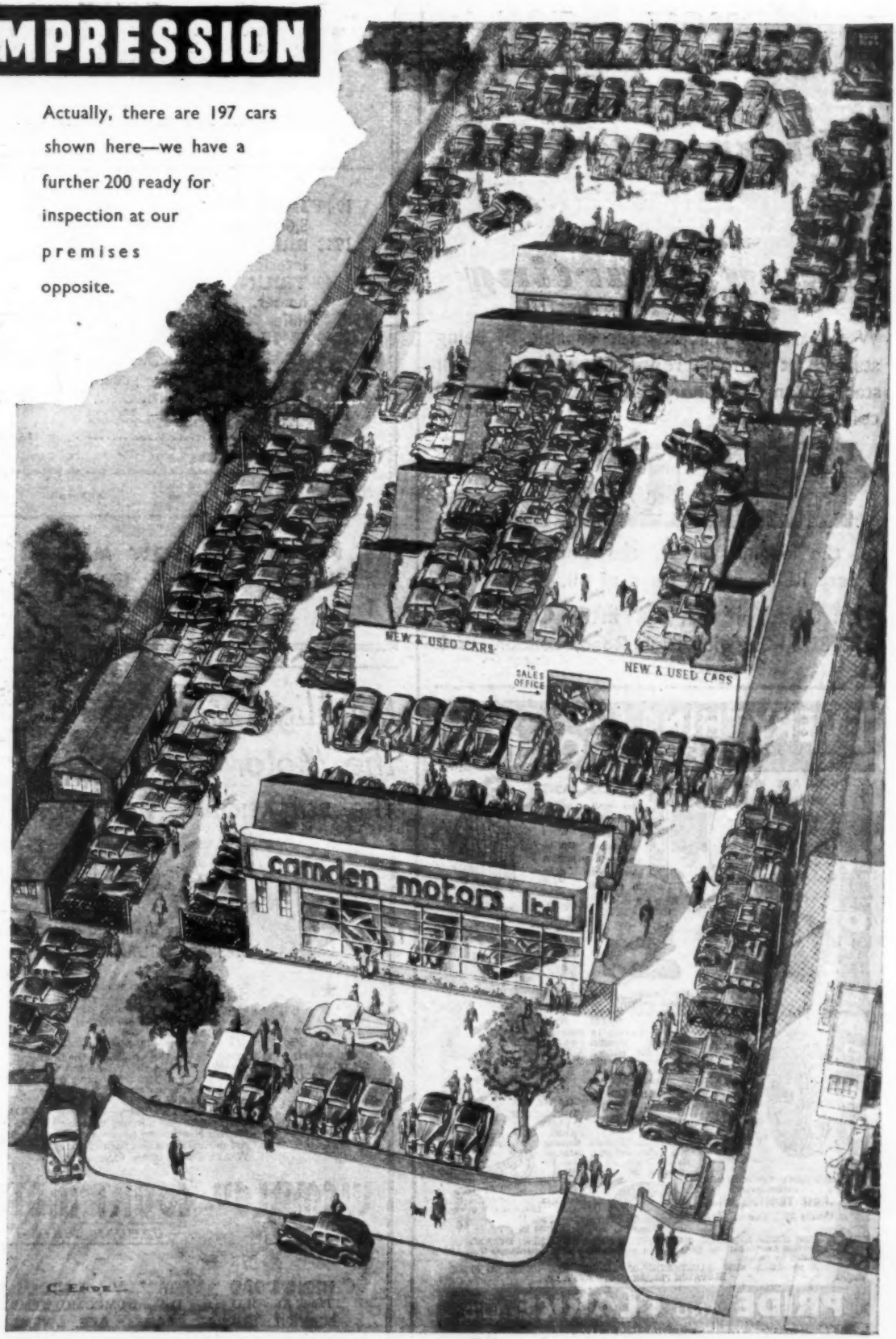

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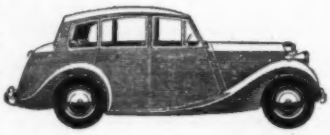

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| 1948 **Ford 10,** green ..... | £625 |
| 1946 **Hillman Minx** sal., blk., 20,000 mls. | £625 |
| 1939 **Hillman Minx** sal., grey, immac. ... | £425 |
| 1946 **Humber Super Snipe,** blk., immac. | £875 |
| 1948 **Morris 8** sal., blk. ..... | £525 |
| 1938 **Rover 12** saloon, black ..... | £495 |
| 1939 **Wolseley 14** h.p. sal., black..... | £550 |

★ **We welcome particulars of all good clean, used cars.**
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*Offer*

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| or 30 monthly instalments of ..... | £24 | 0 | 0 |
| 1939 **Hillman** Drophead Coupe, 10 h.p. | £395 | 0 | 0 |
| or 30 monthly instalments of ..... | £15 | 18 | 7 |
| 1939 **Singer** Bantam saloon, 9 h.p. ... | £350 | 0 | 0 |
| or 30 monthly instalments of ..... | £14 | 2 | 4 |
| 1938-39 **Ford Utility** 10 h.p ..... | £325 | 0 | 0 |
| or 30 monthly instalments of ..... | £13 | 2 | 1 |
| 1938 **Austin** saloon, 12 h.p. ..... | £385 | 0 | 0 |
| or 30 monthly instalments of ..... | £15 | 10 | 6 |
| 1937 **Vauxhall** 14 h.p. saloon ..... | £350 | 0 | 0 |
| or 30 monthly instalments of ..... | £14 | 2 | 4 |
| 1936 **Hillman Minx** saloon ..... | £295 | 0 | 0 |
| or 30 monthly instalments of ..... | £11 | 17 | 11 |
| 1936 **Standard** saloon 12 h.p. ..... | £275 | 0 | 0 |
| or 30 monthly instalments of ..... | £11 | 1 | 9 |

*50 CARS AND VANS ALWAYS IN STOCK*

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| 1949 **FORD** Anglia Sln., black, red rexine, 10,000 miles. Perfect condition..... | £600 |
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| 1938 November **B.M.W.** 1½-litre cabriolet, black, brown leather, excellent cond. | £375 |
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|---|---|
| 1946 **Standard** 8 Sal.... | £455 |
| 1946 **Austin** 9 Sal..... | £525 |
| 1946 **Austin** 10 Sal. ... | £595 |
| 1947 **Hillman Minx** Sal. | £645 |
| 1947 **Triumph** 1800 Sal. | £925 |
| 1948 **Vauxhall** 14 Sal. | £825 |
| 1949 **Standard** Vangd. | £950 |

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## High Grade Used Cars with Six Months' Guarantee

1949/50 **AUSTIN** A40 Devon Saloon, sliding head, heater, 7,000 miles ..... £945
1949 **AUSTIN** 16 Saloon, 10,000 miles ..... £1,050
1949/50 **AUSTIN** A70 Saloon, sliding head, 5,000 miles ..... £1,295
1949 **AUSTIN** '125' Sheerline Saloon, 11,000 miles ..... £1,795
1949 **ALLARD** Drophead Coupe, 11,000 miles ... £1,095
1948 **ALLARD** Drophead Coupe, 7,000 miles ... £995
1947 **ARMSTRONG** Hurricane Drophead Coupe £895
1947 **ARMSTRONG** Typhoon Saloon ..... £875
1937 **BENTLEY** 4¼-litre Park Ward Saloon ..... £1,895
1947 **DAIMLER** Straight 8, Windover 7-seater limousine, 13,000 miles ..... £2,975
1949/50 **FORD** Prefect, leather, 4,000 miles ..... £865
1948 **FORD** Pilot Saloon, leather, radio, heater, 12,000 miles ..... £995
1949 **HILLMAN MINX** Phase IV Saloon, 1,000 miles ..... £1,035
1949 **HILLMAN MINX** Phase III Saloon, 8,000 miles ..... £925
1949 **HUMBER** Super Snipe Saloon, radio, heater, 4,000 miles ..... £1,650
1949 **HUMBER** Super Snipe Saloon, heater, 14,000 miles ..... £1,565
1949 **HUMBER** Hawk Saloon, radio, heater, 6,000 miles ..... £1,425
1948 **HUMBER** Hawk Saloon, 10,000 miles ..... £1,175
1949 **JAGUAR** 3½-litre Saloon, 10,000 miles ..... £1,595
1949 **M.G.** 1½-litre Saloon, radio, 5,000 miles ..... £1,175
1949/50 **M.G.** 1½-litre Saloon, heater, 12,000 miles £1,125
1949/50 **MORRIS** Minor Tourer, 1,000 miles ..... £785
1949 **MORRIS** Minor Tourer, 3,000 miles ..... £775
1947/48 **MORRIS** 8 h.p. Saloon, 19,000 miles ..... £545
1949 **MORRIS** Oxford Saloon, 1,000 miles ..... £1,055
1949 **MORRIS** Oxford Saloon, 5,000 miles ..... £1,015
1949 **MORRIS** Six Saloon, radio, 4,000 miles ..... £1,195
1949 **MORRIS** Six Saloon, 10,000 miles ..... £1,135
1949 **RILEY** 2½-litre Saloon, 5,000 miles ..... £1,625
1949 **RILEY** 2½-litre Roadster, 13,000 miles ..... £1,525
1938 **ROLLS-ROYCE** 7-seater limousine by Thrupp & Maberly, 9,000 miles ..... £2,500
1947 **ROVER** 10 Saloon, 13,000 miles ..... £1,075
1948 **ROVER** '75' Saloon, 9,000 miles ..... £1,575
1948 **STANDARD** 12 Drophead Coupe, radio, 12,000 miles ..... £875
1949 **STANDARD** Vanguard Saloon, radio, heater, 8,000 miles ..... £1,035
1947 **SUNBEAM TALBOT** 10 Tourer, 8,000 miles ..... £835
1948/9 **SUNBEAM TALBOT** '90,' heater, 6,000 miles ..... £1,350
1949 **TRIUMPH** '2000' Roadster, 5,000 miles £1,110
1949/50 **VAUXHALL** Velox Saloon, 2,000 miles £1,095
1949 **VAUXHALL** Wyvern Saloon, 5,000 miles £985
1948/9 **WOLSELEY** Four-fifty Saloon, 18,000 miles ..... £1,095

### USED CARS WANTED

*We have a ready market for used vehicles and would appreciate the offer to purchase all types.*

Official Retailers for Rolls-Royce and Bentley Cars

**STANHOPE HOUSE**
**320, Euston Road, London, N.W.1.**
*Telephone : EUSton 1212*

**AUSTIN HOUSE**
**297, Euston Road, London, N.W.1.**
*Telephone : EUSton 1212*

**16, UXBRIDGE ROAD, EALING, W.5**
*Telephone : EALing 6717*

**GLOUCESTER HOUSE**
**150, Park Lane, London, W.1.**
*Telephone : GROsvenor 3434*

**WELSH HARP, EDGWARE ROAD, LONDON, N.W.9**
*Telephone : HENdon 6500*

The Autocar

# CLASSIFIED ADVERTISEMENTS

## CLASSIFIED ADVERTISEMENT RATES

**6d. per word, minimum charge 6/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/-. All advertisements must be strictly prepaid and should be addressed to The Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London S.E.1.**

**Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.**

**PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.**

## BOX NUMBERS

**For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1949 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."**

## DEPOSIT SYSTEM

**Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Deposit System facilities should send for particulars which are available on application.**

*The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.*

*The Publishers retain the right to refuse or withdraw advertisements at their discretion.*

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### IMPORTANT NOTICE

**Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.**

**A.C.**

**1936** A.C. 16hp coupe, over £200 spent in overhaul recently making it a fast and reliable car; £375; demonstration without obligation and a written guarantee.
TANKARD & SMITH, Ltd., 226, High Rd., S. Tottenham. Sta. 3291. [5430

**1938** (December) A.C. drop head coupe, concealed dickey, grey, chromium, red leather, recellulosed and new hood fitted, immaculate; written guarantee; £485; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5871

**ALFA-ROMEO**

BARTLETT.—Alfa-Romeo always in stock.—27a, Pembridge Villas, W.11. [9412
PERFORMANCE CARS. Available, 2.3 6C. drop head see under Sports Cars. [5901

**Alfa-Romeo Cars Wanted**

J. H. BARTLETT, The Alfa-Romeo Specialist, 27a, Pembridge Villas, W.11. [9407
ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1041

**Alfa-Romeo Spares and Service**

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

**ALLARD**

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
**1949** Allard sports 2-seater, mileage 8,000, colour metallic grey, condition as new; £850.
WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9311
CARR BROS. offer:—
**1947** Allard sports roadster, 18,000 miles only, blue cellulose, immaculate, outstanding performance, perfect condition; £795.
CARR BROS. GARAGES, Ltd., Purley. Uplands 4811/2/3. [5676
DICKS CAR SALES, offer:—
**1948** Allard special tourer, fitted high efficiency engine; £850.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3287
DAGENHAM MOTORS, Ltd., offer the following car:
**1949** Allard sports 4-seater, maroon, 3,500 miles.
**56**, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [5932
CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [5633
ALLARD saloon, exceptionally low mileage and condition; £875.—H. A. Saunders, Ltd., Radlett 6167 and 5849. [6219
DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151
**1948** Allard d/head coupe, gunmetal grey, in excellent condition, nominal mileage, one owner, l.h. drive; £695.
CENTRAL MOTOR Co., Ltd., Main Ford Dealers, 41, London Rd., Leicester. 20294. [6212
**1949** Allard two-seater, red, 13,000 miles; £865.—Park Garage (Molesey), Ltd. Hampton Court Way, Molesey. Tel. 4371. [5943
GORDON CARS (LONDON), Ltd., 1947 Allard 4-seater, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6165
H. A. SAUNDERS, Ltd., 1949 Allard 2-seater, 8,000 miles, one owner; £865.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5955
**1948** Allard 3½-litre 2-seater, red with beige leather, 10,000 miles; £795.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5797
**£450**.—Allard 1947 (November), with special 2/3-str. d.h. truck body, easily convertible, one owner.—H. Linney, The Old Cottage, Farnsfield, Notts. [6195

**ALLARD**

AUGUST, 1947 Allard 4-seater tourer, 30hp, 17,000 miles, one owner, perfect condition; £650.—H. Bowen-Davies, Deriwyn Alltwalis Rd., Nr. Carmarthen, S. Wales. [5802
ALLARD 1949 specially built saloon giving large luggage capacity with rear boot opening, 12,000 only; cost £1,300, bargain £760; consider exchange sports.—81, Castle Lane, Birmingham, 27. Tel. Acocks Green 3534 [5415

**Allard Cars Wanted**

WANTED.—Allard, any type considered.—6, Portobello Mews, W.11. Park 9050 [5362
BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5778

**Allard Spares and Service**

ALLARD S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.
ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.
ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467
BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

### INDEX


| | PAGE |
|---|---|
| Ambulances | 65 |
| Auctions, Tenders, etc. | 72 |
| Axleshafts | 68 |
| Balancing | 68 |
| Batteries, etc. | 68 |
| Books, etc. | 72 |
| Brakes, Cables, etc. | 68 |
| Business and Property | 72 |
| Camshafts | 68 |
| Caravan Section | 66 |
| Carburettors, Economisers | 68 |
| Cars for Hire | 67 |
| Car Radio | 68 |
| Chromium Plating | 69 |
| Clothing, etc. | 69 |
| Coachbuilders and Bodies | 66 |
| Commercial Vehicles | 66 |
| Conversions | 69 |
| Crown Wheels and Axleshafts | 69 |
| Cylinder Grinding, etc., and Cylinder Heads | 69 |
| Dynamos | 69 |
| Electrical Equipment | 69 |
| Engines and Accessories | 69 |
| Exchange | 68 |
| Export | 68 |
| Financial Partnerships | 68 |
| Garage Equipment | 69 |
| Gear and Steering Boxes | 69 |
| Generating Plant | 68 |
| Hoods, Cellulose etc. | 69 |
| Independent Suspensions | 69 |
| Insurance | 69 |
| Insurance Companies | 70 |
| Loose Covers | 70 |
| Magnetos | 70 |
| Mats, Rugs, etc. | 70 |
| Miscellaneous | 70 |
| Mobile Canteens, Kitchens, etc. | 65 |
| Motor Cycles for Sale | 65 |
| Motor Coaches and Motor Hearses | 65 |
| Mudguards | 70 |
| New Cars | 66 |
| Packing and Shipping | 68 |
| Parts and Accessories | 70 |
| Pistons | 71 |
| Radiators, Muffs, etc. | 71 |
| Repairers, Welding, etc. | 71 |
| Roof Luggage Racks | 71 |
| Safety Glass | 71 |
| Second-hand Cars for Sale, Wanted and Spares and Services | 43-65 |
| Shock Absorbers | 71 |
| Silencers | 71 |
| Situations Vacant | 72 |
| Situations Wanted | 72 |
| Speedometers | 71 |
| Springs | 71 |
| Superchargers | 71 |
| Three Wheelers | 65 |
| Trailers | 66 |
| Tuition | 68 |
| Tyres and Tubes | 71 |
| Wheels, Discs, etc. | 72 |


### PRESS NOTICE

**For the issue of "The Autocar" dated DECEMBER 22nd Classified Advertisements (other than "Used Cars For Sale") must reach Head Office by 1st POST THURSDAY, DECEMBER 14th.**

**Advertisements for the issue dated DECEMBER 29th should be to hand by 1st POST FRIDAY DECEMBER 22nd.**

**ALVIS**

BROOKLANDS.
ALVIS distributors for London.
CATALOGUES and particulars available of the
NEW 3-litre saloon and 4-seater drop head coupe by Tickford; also sports 2-seater.
**1949** Alvis 14hp saloon, grey, grey leather, one owner, heater and radio fitted, examined and approved by makers.
**1948** Alvis 14hp sports saloon, grey, Bedford cord upholstery, small mileage, examined and approved by makers.
**1948** Alvis 14hp Tickford 4-seater drop head coupe, small mileage, examined and approved by makers.
**1948** series Alvis 14hp utility, exceptional condition throughout.
**103**, New Bond St. W.1. Tel. Mayfair 8351-6. [5659
NORMAN AUTOS offer:—
ALVIS 1937 (December) 17 drop head coupe, one owner, super conditon throughout, open to any examination; £450.—354, London Rd., West Croydon. Thornton Heath 4657. [5649
DICKS CAR SALES, offer:—
**1937** Alvis Speed 25 sports saloon, excellent performance; £395.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5896
ACLAND & TABOR, Ltd., offer:—
**1938** Alvis 12/70 13.2 h.p. saloon, very smart, with exceptional performance, maroon with brown leather; £500
APPLY Welwyn 481. [5987
HUGHES OF BOURNEMOUTH, Alvis distributors, offer:
**1947** Alvis 14hp special sports saloon by Airflow, 10,000 miles, grey with brown leather upholstery; £1,150.—34, Poole Hill, Bournemouth. Tel. 4569. [5418
**£130**.—Alvis 12-50 drop head coupe, 1932, good condition.—Rolfe, 17, Wharfe St., Leeds, 2. [5819
**1939**/40 Alvis 14 saloon, just recellulosed, 4 new tyres; £600.—Lewes Motors, Ltd., Western Rd., Lewes. [5427
**£575**.—1938 Alvis 12-70 de luxe sal. maroon, 5 very good tyres, in showroom condition throughout.
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558-2619. [5562
GORDON CARS (LONDON), Ltd., 1949 Alvis drop head coupe, black/red, 7,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6167
**1935** Alvis Speed Twenty drop head coupe, in exceptional condition, low mileage; £395.—Jacot, 27, Pont St., S.W.1. Sloane 7674. [5733
**1949** 14hp Alvis saloon, maroon with beige leather upholstery, one owner, 5,000 miles.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [5533
**1949** drop head Tickford coupe, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5786
**1948** Alvis 14 saloon, black, radio, superb condition throughout, written guarantee; £1,150.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4746
**1937** Alvis 17hp sports saloon, in exceptionally good condition, extras include heater and radio; £565.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1548
SILVER Eagle sports saloon, July, 1936, engine recon., 8,000 miles, just fitted new crown wheel, universal etc., new clutch, brakes relined, new cables, steering overhauled, new batteries, new headlamps, recellulosed black, green leather, total cost over £200, faultless condition; £345.—"Wayside," Redden Court Rd., Harold Wood, Essex. [6193

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### ALVIS

**1150** gns.—Alvis 14 1949 4-door sports saloon, pastel green, Bedford cord upholstery, de-mister, Windtone horns, 9,325 miles, very carefully used practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6074

**£265**.—1933 12hp drop head coupe, bench-type seat, in immaculate condition throughout, unscratched grey cellulose, maroon hood, winding windows, mechanically perfect; also superb Speed 20 saloon, £495; Speed 20 open tourer, perfect, £400; 12/70 d.h.c., really excellent, £660; 14hp Firebird sports saloon, bargain, £245; 12/60 beetleback, £225; and many others for which enquiries are welcomed; immediate hire purchase, insurance and part exchange; details of cars for disposal welcomed.—Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Rd., Padd. 3952 and 4710. [5657

**£545**.—Scarce and much sought after Alvis Speed 25 Sportsman's saloon (October, 1938), a most outstanding example, with attractive conditioned coachwork, finished in black and upholstered in best quality red leather, apart from the car's magnificent lines and appearance the mechanical condition is most exceptional, performance, acceleration, steering and braking will delight even the most exacting Alvis specialist, whilst the quality of the ride itself is further improved by the incorporation of Luvex telecontrol shock absorbers, tyres (all Dunlops) are practically brand new, the spare itself never having been used, twin horns and pass lights are fitted and this most desirable Speed 25 is covered by a fully comprehensive written guarantee by CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 400 cars actually in stock; write for our post free catalogue; hire purchase, part exchanges; free delivery; see our full page advert. in this issue. [5965

### Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

**1948-9** Alvis wanted.—G. S. Hall, 302, King St., W.6. Riverside 2881. [3243

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

WANTED privately, Alvis saloon or coupe, under 15,000 miles.—Write Angior, 24, Lyndhurst Rd., London, N.W.3. [9544

**1948-9** Alvis; please give particulars and price —A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [8361

### Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alviscar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams. Alvis, Coventry.

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413.

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [1585

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

### American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingrebourne 2451. [5547

### ARMSTRONG SIDDELEY

TOM GARNER, Ltd., offer:

**1948** Armstrong Siddeley Typhoon saloon, grey with blue leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5500

PASS & JOYCE, Ltd., offer:—

**1949** Armstrong Siddeley Hurricane drop head coupe, one owner, black, as new.—184, Gt. Portland St., W.1. Museum 1001. [5611

S. G. SMITH (MOTORS), Ltd., offer:—

**1947** Armstrong Siddeley Hurricane drop head coupe, 17,000 miles, colour black; £925; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6150

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1936** Armstrong Siddeley 12hp black saloon, very good condition; offers.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1335

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1949** Armstrong Siddeley Typhoon, 6,000 miles; £1,350; 1946 Armstrong Siddeley Hurricane, 2,000 miles, one owner, in brand new condition, heater and radio; £835.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6105

ARMSTRONG SIDDELEY 12hp; £75.—Perce Rye, 495, Fulham Rd., S.W.6. Fulham 5645. [4401

L. F. DOVE offer 1937 Armstrong Siddeley 17hp saloon, chauffeur kept; £275.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [4377

**1935** 20hp 8-str. Landaulette, licensed, black, interior blue, eng. just recond., body perfect. —Pacey Garage, Talke, Staffs. [6199

**1948** Armstrong Lancaster 4-door saloon, black with brown leather, low mileage and beautifully maintained; £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2925

**£750**.—1946 Armstrong Hurricane, 33,000 miles, black, with red leather.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1185

**1948** Typhoon, one owner, 14,550 miles, export model, in excellent condition, black, best green leather, any trial; £1,250.—Tel. Worthing 649 before 10, mornings. [5834

### ARMSTRONG SIDDELEY

**1948** Armstrong Siddeley Typhoon saloon, blue with leather upholstery to match, superb general condition compatible with a high standard of maintenance; £995.

HAMTUNE MOTORS, Ltd., The Armstrong Siddeley Specialists, 39, Sheep St., Northampton. Tel. 3616. [5755

**1937** Armstrong Siddeley 14 saloon, black, just recellulosed, very carefully used and in perfect mechanical condition; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1771

**895** gns.—Armstrong Siddeley 1948 Hurricane foursome drop head coupe, grey, green leather, small mileage, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

**725** gns.—Armstrong Siddeley (May, 1946) Hurricane foursome drop head coupe, light blue, fawn leather, excellent conditions; terms, exchanges.—Rowland Smith, below.

**165** gns.—Armstrong Siddeley, 1936 model, 17hp de luxe 4-door saloon, black, sliding head, green leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6075

**£875**.—(March, 1947) Armstrong Siddeley 16hp saloon de luxe, immaculately finished, black with blue interior, synchromesh manual change gears, air-conditioning, twin Lucas pass lights, small mileage. CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post free catalogue; 400 cars actually in stock; hire purchase, part exchanges; free delivery; see our full page advert. in this issue. [5968

**1948** series Armstrong Siddeley Lancaster saloon, finished in Royal blue, one very careful owner, exceptional condition; price £985.—Appleton & Arundale, Limited, Northway, Scarborough. Tel. 533. [4706

R. S. CURRIE & Co. offer 1949 (May) Armstrong Siddeley 16hp 4-seater drop head coupe, black/brown leather upholstery, 16,000 miles, Armstrong maintained, one owner; £1,250.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [1029

**1948** Armstrong Siddeley Hurricane drop head coupe, black, with maroon leather, 16,000 miles only, fitted radio, in outstanding condition; £985; trade inquires welcomed.—H. A. Saunders, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [5470

**£575**.—Armstrong Siddeley 16hp saloon, black with brown leather upholstery, 1939 model but 1949 condition inside and out, maintained by makers and used by a meticulous business man to whom expense in maintaining the vehicle in first-class order was no object, fitted radio, good tyres.—238, Townfield's Rd., Winsford, Cheshire. Tel. 3317 evenings, 2341 day. [5456

LIMOUSINES 1938 Long 25hp. partition, wide forward occasionals, black, nice condition. Also

LIMOUSINES 1939 7,000 miles, 17hp. partitioned, leather, widest forward seats, selection from £630. Alpe & Saunders, Limousines, Providence Court, North Audley Street, Mayfair 2941. [5619

### Armstrong Siddeley Cars Wanted

ARMSTRONG Lancaster saloon, 1947-9, wanted privately, give price, details.—Box 7574. [5857

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH buyers of low mileage Armstrongs; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [9287

### Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARMSTRONG SIDDELEY owners.

COMPLETE overhauls, service and repairs by our highly skilled and specialist mechanics; 100% service from our modern, well-equipped workshops means the most prompt and efficient Armstrong Siddeley service in the country; write, 'phone or call.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Tel. Kensington 7301. [0644

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

### ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

DETAILS of the new 2.6-litre and demonstration car available.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [5660

ACLAND & TABOR, Ltd., offer:—

**1949** Aston Martin 2-door saloon, fitted with 4cyl engine, DB2 type chassis, very low mileage, terrific performance and road holding.

APPLY Welwyn 481. [5985

**1938** Aston Martin 2-litre short chassis 2/4-seater, painted black, red wheels, rebored 3,000 miles ago, new front tyres, windtone horns, new hood, side curtains recently; £515.—Lugg, 29, Abingdon Rd., Kensington. Wes. 0936. [5823

### Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

### Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002/3. [1365

### AUSTIN SEVEN

**1937** Austin 7 cabriolet, excellent condition; bargain; £225.

A. Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5904

**1931** Austin 7 saloon, all original cellulose, two new tyres, mechanically 100%, taxed; £95.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3953-4. [2476

**1939** Austin Big 7 4-dr. de luxe saloon, excellent throughout; £355.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Eus. 2700. [5993

**1938** Austin 7 de luxe saloon, blue with blue hide upholstery, relined brakes, mechanically very good, original coachwork and cellulose, taxed; £265.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3953-4. [2475

**£215**.—1938 Austin 7 Ruby de luxe saloon; very good condition throughout. — Forster Prowse Motors, 2-4, By-pass Rd., East Ham, E.6. Alb. 2091. [5814

**215** gns.—Austin 7 1937 model Ruby de luxe saloon, black, sliding head, brown leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6072

### Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

### AUSTIN EIGHT

ELITE MOTORS offer:—

**1946** (Oct.) Austin 8 4-door de luxe saloon, low mileage, exceptionally clean condition throughout, excellent chassis; £525.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [6125

WARWICK WRIGHT, Ltd., offer:—

**1946** Austin 8hp saloon, black, brown leather, 6,000 miles; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5674

**200** cars under £400 to choose from.

**399** gns.—1942 Austin 8 4-door de luxe sun saloon, black with brown interior, immaculate, having had one careful owner.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m. six days a week. [6048

S. G. SMITH (MOTORS), Ltd., offer:—

**1947** Austin 8, 13,000 miles, immaculate condition; £590.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3522

**1947** Austin 8 4-door saloon, excellent.—95, Nightingale Avenue, Eastleigh, Hants. [5445

H. A. SAUNDERS, Ltd., 1946 Austin 8 saloon; £535.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5954

**1940** Austin 8 de luxe saloon, perfect, guaranteed; £300, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5135

**1947** Austin 8 saloon, perfect condition, 13,000 miles; immaculate; best offer over £625.—56, Shanklin Rd., Southampton. Tel. 73716. [5942

**1946** Austin 8 saloon, reconditioned engine fitted, 2,000 miles only; £495.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [4223

GATEHOUSE offer 1947 (September) Austin 8 saloon, black, showroom condition; £610.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5688

**1946** (Sept.) Austin 8 saloon, genuine 14,700 miles, black, brown leather; £585.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4255

**1939** (late) Austin 8 4-door saloon, finished in grey, blue leather, taxed and wireless; £400. —Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [6021

**£199** cash or £64 deposit.—1946 registered Austin 8 tourer, good hood and screens, sound condition throughout, recommended.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5862

TANKARD & SMITH, Ltd., offer 1946 Austin 8 saloon in black with brown leather, moderate mileage, very clean; £525; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4901. [5577

### Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [9717

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

### AUSTIN TEN

COLINDALE offer:—

**1947** Austin 10, immaculate condition; £685.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [3862

ROUNDABOUT, offer.—

**1946** Austin 10hp saloon, one owner; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [5970

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN TEN

ELITE MOTORS offer:—

**1946** Austin 10 4-door de luxe saloon, recent engine recondition by last owner, nominal mileage, fitted with radio; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [6126

AUSTIN 10, '46 sal., immac. cond.; £650 o.n.o.—3, Fraser Rd., Hookpit, Winchester. [5808

**£375**.—Austin 10 1940 model (new type) 4-door sunshine saloon, good condition, taxed.

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14. (near Tube.) Palmers Green 4540. [6045

**1946** Austin 10 saloon, black with brown leather interior, one owner, mileage 24,000; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6115

**£475**.—1939 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. [5557

**1940** model Austin 10 outstanding condition, new engine; £485.—Hill, Highnam Green, Gloucester. [5847

**1939** Austin 10 cabriolet, very fair condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [5607

**1938** Austin 10 Cambridge saloon, in excellent condition, small mileage; £425.—G. S. Hall, 302, King St., W.6. Riverside 2681. [4827

**1937** Austin 10 Cambridge saloon, good condition; £335.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mal. 1627. [1658

**1947** Austin 10 saloon, nominal mileage, exceptionally good condition throughout; £675.—Beardmore, 26, Queensway, W.2. Bay. 0136. [9839

**1947** Austin 10 saloon, 18,000 miles, black; one previous owner; £625.—London House Motors, Burnham-on-Sea, Som. Tel. 438. [5830

**1947** Austin 10 saloon, guaranteed small mileage; £685.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [4437

GORDON CARS (LONDON), Ltd.—1947 Austin 10h saloon, black/brown, one owner, low mileage.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6169

**1946** Nov. Austin 10 saloon, black, brown, moderate mileage, taxed, excellent condition; £650.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. [4804

**1947** Austin 10, low mileage, excellent condition; £695.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [5603

**1939** Austin 10 Cambridge de luxe saloon, black, maroon leather, superbly maintained, fine example of this renowned model; £450.—Robbins, East Putney. Tel. 4581. [4736

**£125**.—Austin 10, 1933/4, 2-str. sports tourer with dickey; mechanically perfect, 35 mpg, taxed, insured, drive away, 4 good tyres and spare.—Tel. Park 8233, or write Box 7594. [6222

**1933** Austin 10 2-seater, with dickey, green with green leather upholstery, this car is in exceptionally good condition for its age; £145.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5681

**525** gns.—Austin 10 (Nov., 1945) de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, demister, one careful owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6076

TANKARD & SMITH, Ltd., offer 1946 Austin 10 saloon in blue with leather to match, moderate mileage only, exceptional condition throughout, £595; also several pre-war models from £595; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5579

## Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [9716

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

## AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1948** Austin A40 saloon, mileage 11,000, colour grey, beige leather interior, fitted with heater, first-class condition; £895.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9309

CAR MART, Ltd.

SEE advertisement on page 42. [5924

G. P. (BALHAM), Ltd., offer:—

**£875**.—1949 Austin A40 Devon saloon de luxe, 9,000 miles, immaculate condition.—2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. [4786

MARBLE ARCH (WATFORD):—

**1948** Austin A40, low mileage; £900.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged.—Call, 'phone, or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [6145

H. A. SAUNDERS, Ltd., offer:—

**1949** Austin A40 F.H. saloon, grey with beige interior, 5,000 miles; £950.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5980

## AUSTIN A40

PHILIP RICKARDS, Ltd., offer:—

**1949** Austin A40 saloon, grey-beige, 8,000 miles, perfect.

**1949** Austin A40 saloon, grey-beige, 9,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5555

CHARLES RICKARDS, Ltd., offer:—

**1949** (Oct) A40 Devon saloon, mist green, one owner since new, low mileage, faultless condition, choice of two; £915.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube station). Tel. Paddington 1820. [5478

DAGENHAM MOTORS, Ltd., offer the following car:—

**1949** Austin A40 saloon, beige hide, sun roof, heater, 6,000 miles.

**56** Park Lane, W.1. Regent 4866. [5933

AUSTIN A40 saloon, mist green, low mileage, radio and heater; £810.

HINDHEAD MOTOR WORKS, Ltd. Hindhead, Surrey. Tel. 663. [5422

**1949** (November), Austin A40, 6,000 miles; £925.—Osborne, 16 Wykeham Rd., Hastings. [6201

AUSTIN A40, grey, 4,000 miles, fitted heater; £945.—Chesm Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. [6001

**1949** Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [2479

CASS'S MOTOR MART.—1949 Austin A40, blue, leather, sliding roof, 3,700 miles, written guarantee.—5, Warren St., W.1. Euston 3525. [1670

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, beige, sun roof, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6168

H. A. SAUNDERS, Ltd.—1949 Austin A40 saloon, 11,000 miles, one owner; £895.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [5948

**1949** Austin A40 saloon, 5,000 miles, blue/blue leather, heater, as new; £915.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [4202

**1949** (April) Austin A40 Devon 4-door saloon, finished black, leather upholstery, 9,000 miles only, heater, taxed, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [4445

**1949** Austin A40 Devon saloon, low mileage, fitted with demister and Bray heater, loose covers; £850 or nearest.—Apply in first instance to Ironbridge Service Depot, Ltd., Uxbridge Rd., Southall. Tel. Southall 2355, who will demonstrate on owner's behalf. [5421

## Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957

A 40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey 6397. [7389

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [9715

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041

POST-WAR Austin A40 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0846

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

AUSTIN A40 cars wanted. — Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

## AUSTIN TWELVE

BROWN'S for Austins.

**1939** Austin 12hp Ascot saloon de luxe, excellent condition; £445.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9768

**1935** Austin 12/4 saloon; £150.—Canonbury 6666. [6004

**175** gns.—1936 Austin 12/4 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6102

H. A. SAUNDERS, Ltd., 1933 Austin 12 saloon; £225.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5950

**1939** Austin 12 Ascot saloon, in splendid condition throughout, £495; also 1937 Austin 12 Ascot saloon, sliding head, one owner, £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4455

**£165**.—1935 Austin 12/4 Ascot de luxe saloon, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6037

**1946** (December) Austin 12 saloon, one owner, excellent condition; £725.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6006

## Austin Twelve Cars Wanted

CM

THE CAR MART Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0921

## Austin Twelve Cars Wanted

**1937**-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

## AUSTIN FOURTEEN

**1933** Austin, 13.9hp fabric saloon; bargain, £77/10.—Loock, 56, Hayes End Drive, Hayes End, Middx. [5507

## AUSTIN SIXTEEN

CAR MART, Ltd.

SEE advertisement on page 42. [5923

NEWNHAMS, Ltd.

**1948** Austin 16 saloon, blue with brown, small mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4769

TOM GARNER, Ltd., offer:

**1948** Austin 16hp S.R. saloon, black with brown leather throughout, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5493

DICKS CAR SALES offer:—

**1946** (Nov.) Austin 16 saloon perfectly unmarked.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2613

CHARLES FOLLETT, Ltd., offer:—

**1949** Austin 16 saloon, one owner, 7,000 miles only, chauffeur maintained, exceptional condition throughout; £1,025.

**18**, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5700

CHARLES RICKARDS, Ltd., offer:—

**1948** (Dec.) Austin 16hp de luxe saloon, black with brown leather, built in radio and heater, one owner since new, genuine mileage 17,344, choice of two; £955.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube station). Tel. Paddington 1820. [5477

**£95**.—Austin 16hp 4-door saloon, well maintained, good tyres.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [5473

**1948** Austin 16 saloon, 12,000 miles, black with brown leather, one owner; £925.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3564

**1948** Austin 16hp saloon, black, brown leather interior; excellent condition throughout; £825.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [5750

**1948** Austin 16 saloon, sun roof, black, 10,000 miles, one owner, radio, heater, taxed December.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5208

**1949** series Austin 16 saloon, radio, heater.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [5568

**1947** (November) Austin 16hp black saloon, heater, sun roof, very good condition; £825.—Cunningham 1738. [5510

**1948** Austin 16 sunshine saloon, radio, practically new.—Lionel H. Pugh, 13-14 Brooks Mews, W.1. Mayfair 4433. [5205

**1948** 16hp Austin saloon, in new condition, mileage 10,000, radio; £925.—Vidler, 43, Crawford Pad, 4915. [5527

**1935** Gordon limousine, black, licensed, ex. condition throughout, easyclean wheels, new tyres.—Paces Garage, Talke, Staffs. [6197

H. A. SAUNDERS, Ltd., 1947 Austin 16 saloon, 18,000 miles; £875.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5947

**1948** (late) 16hp Austin saloon, H.M.V. radio, etc., exceptional condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [4970

**1948** Austin 16 blue saloon, 10,000 miles; £875; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5037

**1946** Austin 16hp saloon, black, brown leather, one owner; £685.—Vanderwell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1547

**1949** Austin 16 saloon, 5,312 miles, colour black with brown upholstery, heater fitted.—Logsdon's Garage, Ltd., Melbourn St., Royston, Herts. Royston 2281. [3905

WALTER SCOTT, Ltd.—1936 16hp Austin Hertford saloon, black, brown hide, as new throughout; £295; terms, exchanges.—39, College Crescent, N.W.3. Primrose 5914. [3864

**1948** Austin 16 4-door saloon, black with brown hide upholstery, one owner; accept £845.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9274

**850** gns.—Austin 16 (June, 1948) de luxe 4-door saloon, black, sliding head, brown leather, Jackalls, heater, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below:—

**245** gns.—Austin 16 1934 York 7-seater saloon, black, leather upholstery, face-forward occasional seats, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6069

**1948** Austin 16 de luxe saloon, 10,000 miles only, direct from original private owner, fitted Pye radio and heater, all tyres almost new, absolutely immaculate, taxed December; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [4446

**1934** Austin 16 heavy saloon, blue and black with blue upholstery, in very good mechanical condition; the bodywork has been well preserved; £160.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5682

**1948-9** Austin 16 de luxe saloon, black, all brown leather, genuine 16,000 miles, one private owner, ace wheel discs, heater, taxed; this car in showroom condition, original, guaranteed equal to new; £925.—348, King St., Hammersmith, Riverside 2837-8. [6043

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Austin Sixteen Cars Wanted

THE CAR MART, Ltd.. AUSTIN cars REQUIRED immediately MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1 TELEPHONE: Euston 1212. [0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

1949 Austin 16 saloon, green preferred.—Autowork (Winchester), Ltd., Station Hill, Winchester. [5573

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588.

AUSTIN 16 cars wanted. — Motourists (London). Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

### AUSTIN A70 & A90

CAR MART, Ltd. SEE advertisement on page 42. [5925

BOON & PORTER, Ltd.

1949 A90 convertible coupe, hydraulic head, loose covers, radio, special instruments board, 5,000 miles, impeccable; £1,595.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5547

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A70, 9,000 miles, grey-beige, heater. —4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5554

MANN EGERTON & Co., Ltd., offer:—

1949 Austin A70 saloon, black, radio, heater, rim-bellishers, etc.; small mileage; immaculate condition.

14, Berkeley St., London, W.1. Regent 2073. [5754

AUSTIN A70 (Dec., 1949), 5,100 miles; H.M.V. radio, spare unused, as new; offers.—Box 7235. [5656

1949 Austin A70; 9,000 miles, one owner, green, sun roof, radio, heater, taxed December.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5206

1949 Austin A70 de luxe saloon, 9,000 miles only, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5207

1949 Austin A70 saloon, unquestionable condition. —Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5566

1949 Austin A70, total mileage 8,700, fitted with radio and heater, one owner, excellent order throughout; £1,225.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2869

1949 (Aug.) Austin A70 Hampshire saloon, black, brown leather, sliding roof, radio and heater, one owner, 3,900 miles only; £1,250.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5441

1949 (July) Austin A70 saloon, 6,000 miles, radio, grey, taxed, spare unused; £1,150.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345.

9000 miles; 1949 (July) Austin A70 Hampshire saloon, radio, heater, sun roof.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [4000

1949 Austin A90 Atlantic convertible coupe, red, beige leather, radio and heater, 9,000 miles only.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [5791

1949 (Aug.) Austin A70 saloon, grey, 1 owner, radio and heater, as new, 5,000 miles.—Tickford, Ltd., 9, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5483

1949 (Oct.) Austin A70 saloon, sea green, fawn hide, sun roof, heater, 15,000 very careful miles by one experienced owner; compare the condition and price; £1,135; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5718

### AUSTIN EIGHTEEN

1939 Austin 18 Norfolk saloon, excellent condition; £595.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5767

1937 Austin 18 York, long chassis, face forward occasionals, leather upholstery, excellent condition; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5886

1938 Austin 18, fitted division by makers, with tip-up seats, leather throughout, coachwork and mechanical condition excellent; £425.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468 [3871

AUSTIN limousines (3), first registered 1937, for sale owing to reduction of fleet; 2 very good 18hp Chalfonts, £525 each, one 16hp Gordon, good chassis, poor body, £385; offers invited.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. [4841

295 gns.—Austin 18 1936 York 7-seater saloon, black, sliding head, blue leather, face-forward occasionals, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6068

NAYLOR & ROOT, Ltd., 1938 Austin 18 Norfolk saloon, black, brown upholstery, superb condition throughout, any trial, £525; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5955

### AUSTIN EIGHTEEN

1938 18hp Windsor 7-seater saloon, face forward occ. seats, blue, leather throughout, genuinely one private owner; £765.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [5360

CAMDEN MOTORS.—Austin 18hp long chassis York 7-seater 1936, finished black with blue leather upholstery front and rear, privately owned and quite sparingly used, excellent engine, suspension and brakes, face-forward occasional seats, almost new Dunlop tyres, wheel discs, etc., specially recommended; £325.

CAMDEN MOTORS.—Austin 18hp Chalfont 7-passenger limousine 1937, in exceptionally clean condition throughout, original dark blue cellulose, very well maintained, leather upholstery to match, face-forward seats apparently very rarely used, mechanical condition definitely above average for the year; £495.

CAMDEN MOTORS.—Austin 18hp Gordon Royal limousine 1934, in quite good condition for the year, with face-forward seats and division, leather upholstery front and rear, good luggage accommodation, sound chassis and tyres, ready for immediate use; £185.

CAMDEN MOTORS.—Austin 18hp enclosed limousine 1938/9, one owner, whole car in original condition throughout, exceptional mechanical order, extensive reservicing carried out recently by Austin distributors, new Dunlop tyres, face-forward occasionals, division, leather upholstery throughout; £695.

CAMDEN MOTORS.—Austin Ranelagh 8-seater enclosed limousine (September, 1939), a one-owner car since new, actual original log book, taxed privately and at no time used for Hackney or any other similar work, very moderate mileage, beautiful black and chrome finish, widest face-forward occasional seats, division, vast luggage accommodation in rear boot, most outstanding mechanical order, suitable for the very best type of private hire work, weddings or funerals; offered at the amazingly low figure of £795.

CAMDEN MOTORS for limousines.—Austin 10, others in stock, together with 26 limousines of other makes and nearly 400 cars for the private motorist; write for post-free catalogue; easy and confidential hire purchase facilities; part exchanges; purchasers' fares refunded in full from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Mondays to Saturdays. See our full page advert. in this issue. [5966

ALPE & SAUNDERS Ltd. offer guaranteed selected seven passenger vehicles. Below.

LIMOUSINES 1937 to 1939 also seven seater Saloons, excellent condition, leather, good tyres, black.

HEARSE, 1938, Deck 7ft 3in. streamlined four bearer 1950 Coachwork, lavishly equipped. Seen:—

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair 2941. 100 Limousines. [5630

### Austin Eighteen Cars Wanted

CAR MART, Ltd.. THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0924

### AUSTIN TWENTY

1938/9 Austin 24hp 7-seater limousine, stored long period, one owner; private.—Write B.C.M./N.Z.A., London, W.C.1. [6129

LIMOUSINES 1936/7 Mayfairs, partition, wide forward occasionals, excellent throughout, from £635.

ALPE & SAUNDERS, Providence Court, North Audley Street. Mayfair 2941. [5620

### Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041. [9625

7-SEATER Limousines 1937/1939-also 28hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1210

### AUSTIN TWENTY-FOUR

1932 7-str. limousine, licensed, black, interior blue, spotless, mech. perfect.—Paces, Garage, Talke, Staffs. [6198

AUSTIN limousine, first registered 1937, for sale owing to reduction of fleet; very good 24hp Mayfair, £675; offers invited.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. [4842

1936 Austin 24hp Mayfair double enclosed 7-passenger limousine, face-forward seats, blue and blue upholstery, coachwork very clean, mechanically excellent; £385.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [2890

### AUSTIN A125 and A135

BROOKLANDS.

1949 Austin Sheerline, grey, grey leather; fitted loose covers, radio and heater; small mileage; immaculate throughout.

103, New Bond St., London, W.1. Tel. Mayfair 8351/6. [5661

CAR MART, Ltd. SEE advertisement on page 42. [5926

TOM GARNER, Ltd., offer:

1949 Austin A125 Sheerline saloon, black with beige leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5498

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black with beige leather interior, radio, heater, 6,000 miles; £1,795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5976

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline, black-beige, 6,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5551

H. A. SAUNDERS, Ltd.—1949 Sheerline saloon, radio, etc., 9,000 miles; £1,790.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [5944

1949 (Jan.) Austin 125 Sheerline saloon, grey, radio, etc.—Ernest Sutton, Cleeve Hill, 95 (Cheltenham). (Trade enquiries only please.) [4003

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, black, 9,000 miles, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6166

### AUSTIN A125 and A135

1949 (July) Austin Sheerline saloon, gunmetal grey, low mileage, as new throughout, exceptional value; £1,650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1773

### Austin A125 and A135 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

BRITISH & COLONIAL MOTORS, Ltd., require good Austin Sheerline cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5783

### AUSTIN TWENTY-EIGHT

LIMOUSINE 28hp Ranelagh, partition, large forward seats, 23,000 miles condition. £1195. Seen:—

ALPE & SAUNDERS, Providence Court, North Audley Street. Mayfair 2941. [5629

### AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [0374

### Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers, all types post-war Austins. [0416

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6133

WE are cash buyers of all Austin post-war models. —The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6882

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

### Austin Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd., LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717.) [0160

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

FOR Austin mudguards running boards, 1931-39.—Brooks, 5 and 6 Frederick Place, Brighton. Brighton 21147. [0389

REPAIRS! New pattern gears (7, 10hp, etc.); record, exch. gear boxes; trade discount!—Fri. 2647, 10, Winchester Mews, N.W.3. [0198

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [4492

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop 2832, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

### BENTLEY (3½ & 4¼-litre)

JBB

JACK BARCLAY, LIMITED, LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

CAR MART, Ltd. SEE advertisement on page 42. [5927

COACHCRAFT offer:—

£975.—1935 3½-litre Bentley Park Ward saloon, ride control, excellent order throughout; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5764

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### BENTLEY (3½ & 4¼-litre)

HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.
HALIFAX.
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD Members of the Swain Group.
A NATIONAL Motoring Organisation.

**1947** Bentley mark VI standard saloon by Bentley Motors. Ref. H.5764.
**1939** Bentley 4¼-litre sports saloon by Park Ward. Ref. H.5703.
**1938** Bentley 4¼-litre sports saloon by Park Ward. Ref. H.5629.
**1936** Bentley 4¼-litre drop head coupe by Park Ward. Ref. H.5391.

ALL cars carry our unique six months' guarantee. Please write or 'phone for details to:—
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.,
HALIFAX, Yorkshire.
TEL. Halifax 5944. [5529.

FOX

**1948** Hooper drop head coupe on Bentley mark VI chassis, black with brown leather, low mileage.

H. A. FOX & Co., Ltd., 3/5, Burlington Gdns., Old Bond St., W.1. Tel. Regent 7687.
FOX [5541

RIPPON
RIPPON.
RIPPON BROS., Ltd..
NORTHERN Bentley Specialists.

**1947** Mark VI Standard steel saloon, Tudor grey with blue leather.
**1937** 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
**1935** 3½-litre 4-door sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

WIMBUSH for Bentleys.

**1949** Mark VI standard steel saloon, grey with grey hide upholstery, 15,000 miles; £3,950.
**1948** Mark VI standard steel saloon, black with brown hide, 30,000 miles, just passed by makers; £3,850.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [6142

DICKS CAR SALES offer:—

**1938** Bentley 4¼-litre sports saloon, body by Vanden Plas, superb car, undoubtedly above average; £1,795.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5051

JACK OLDING OF MAYFAIR.
OFFICIAL Rolls-Royce and Bentley Retailers offer:—

**1949** (Oct.) Mark VI Bentley Standard saloon, pearl grey with blue leather; 28,000 miles; immaculate.
**1949** (July) Mark VI Bentley Standard saloon, black with beige leather; 13,000 miles.
**1949** (April) Mark VI Bentley Standard saloon, pearl grey, blue leather; 7,500 miles.
**1948** Mark VI Bentley 2-door saloon by Young, blue with beige leather; 25,000 miles.
**1948** Mark VI H. J. Mulliner Bentley special sports saloon, black with beige leather; 25,000 miles.
**1936** (Aug.) 4¼-litre Vanden Plas Bentley pillarless saloon, black with grey leather.
**1936** (Oct.) 4¼-litre Bentley saloon by Mann Egerton; metallic blue with blue leather; 62,000 miles.
**1936** (Oct.) 4¼-litre Bentley saloon by Park Ward, black with maroon leather.

DELIVERY of new and used cars quoted on application.
AUDLEY House,
NORTH Audley St., W.1. Mayfair 5242. [5795

HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

RUSSELL MOTORS (KNIGHTSBRIDGE, Ltd.,
OFFER the following:—

**1938** Bentley 4¼, 42,000 miles only, 4-door saloon by Park Ward, fitted radio, very exceptional car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288 [3666

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd. 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce retailers and repairers offer:—

**1947** Bentley Mk VI Standard steel saloon, black, dark blue leather, one owner, 42,000 miles—completely serviced, chauffeur maintained; exceptional condition, passed by makers; £3,550.

**18**, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5707

**1935** Bentley 3½-litre Thrupp & Maberly sports saloon exceptional condition; £1,375.—J. F. Crawley, Western 6015. [6120

### BENTLEY (3½ & 4¼-litre)

**41**-litre Bentley Vanden Plas saloon, £526 spent with makers (bill shown), first registered August, 1936.—Lawton-Goodman, 36, North Audley St., W.1. [5351

**1936** Rolls-Bentley by Hooper foursome d.h. coupe, one owner, new condition; any trial.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kens. 6860. [1735

**1937** Bentley 4¼-litre saloon, chassis No. B110JD, engine No. K.4.DA, body by Thrupp & Maberley, finished green; inspection and trial by arrangement with

THE CHESTER ENGINEERING Co., Ltd., Chester. Tel. 23477. [5504

**1934** (Aug.) Bentley 3½-litre saloon, body by H. J. Mulliner, black, grey leather, chassis No. B 89 BL, history available, new tyres, magnificent condition; now on view.

McKINNON MOTORS, Ltd., 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5438

**1938** Bentley 4¼-litre Barker saloon, radio, heater, magnificent car; £2,250; exchanges, terms.—Swanmore Garage, 1,176, Christchurch Rd., Boscombe. Tel Southbourne 1022. [5538

**1935** Rolls-Bentley 2-3-seater sports coupe by Barker, 5 new tyres, ride control, built-in radio. Ace discs; £925.—T. W. Wrood, 17, Cooper, Hyde Park, Doncaster 49958. [6208

BENTLEY 1949 Mark VI 4-door sports saloon, blue with blue trim, first reg. May 30, 1949, mileage 14,000.—Grose, Ltd., Maretair, Northampton. Tel. Northampton 4540, 1 & 2. [4556

**1949** Bentley mark VI H. J. Mulliner streamlined sports saloon; cost £6,200; 20,000 miles; £4,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5615

**1936** 4¼ pillarless owner-driver saloon by Vanden Plas, one titled owner, an exceptional car, almost faultless.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [8008

CENTRAL GARAGE, CROYDON.—1934 Bentley 3½-litre drop head foursome coupe by Park Ward, finished dark blue, upholstery to match, excellent order; £395.—Central Garage,. Tel. Croydon 7464. [5701

**1937** 4¼-litre Bentley Park Ward saloon, 10,000 miles only since £465 spent with makers, service Jack Barclay; bargain at £1,775; perfect condition; owner taken delivery new car.—Box 7524. [5444

**1937** 4¼-litre Bentley 4-door sports saloon by Hooper, black, pig skin upholstery, 67,000 miles, overhauled by Rolls-Royce at 54,000 miles.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [5534

**1939** (March) Rolls-Bentley 4¼-litre Park Ward overdrive. Ace discs. H.M.V. radio, good Bentley history, mileage 43,000, just had £625 overhaul at Bentley works; £2,350.—T. W. Wrood, 17, Cooper, Hyde Park, Doncaster 49958. [6209

**1948** Bentley H. J. Mulliner sports sal., black with brown upholstery, mileage 10,000, cond. as new, £5,250; 1948 Bentley standard sal., duo tone grey, upholstery to match, mileage under 20,000, £3,750; 1937 4¼-litre Bentley 2-door coupe, Barker body, colour black, brown upholstery, £1,750; 1935 3½-litre Bentley drop head coupe, black, £975.—W. Watson & Co. (Liverpool), Ltd., 35-37, Bold St., Liverpool, 1. Tel. Royal 7080. [5521

### BENTLEY (other than 3½ & 4¼-litre)

CARR BROS. offer:—

**1928** Bentley 4½-litre d.h. coupe; a vintage Bentley in amazing cond., modified throughout to the 30's, bodywork outstanding and cream cellulose immaculate, mechanically perfect, wonderful performance, 20 mpg; without exaggeration a specimen car which has to be seen to be believed; £575.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811/2/3. [5677

PERFORMANCE CARS.—Available 4½-litre tourer, 3/4½, 3-seater, 3-litre, short chassis tourer. [5902

CENTRAL GARAGE, Croydon, offer 1930 Bentley Speed 6 4-door sports saloon by Hoyle, speedometer reading 29,000, one owner, amazing condition.—Central Garage. Tel. Croydon 7464. [5202

**1929** 4½-litre Bentley modern saloon body, recently re-cellulosed, re-wired, new dashboard and instruments, new S.U. carburettors, clutch re-lined, loose covers fitted, excellent order, reasonable offer accepted.—Bryant, 7, Fayland Ave., Streatham Park, S.W.16. Streatham 6413. [5837

BENTLEY 1930 4½-litre, P.B. series, black fabric saloon body, genuine low-mileage car, just ex-McKenzie (London) overhaul, fitted Bosch-C.A.V. sliding armature starter, chassis in superb order, a specimen example; inspection and offers invited by appointment.—Hill, Boreland, Lockerbie, Dumfriesshire. Tel. Boreland 32. [6200

### Bentley Cars Wanted

SOUR demand is urgent

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944 [0515

CM

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 2642. [5921

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

### Bentley Cars Wanted

MANN EGERTON & Co., Ltd. (founded 1899), wish to purchase Bentley Mark VI models immediately. 14, Berkeley St., London, W.1. Regent 2073. [5753

WANTED privately, Bentley 1937 or later, recently overhauled by makers; no dealers.—Box 7549. [5508

URGENTLY required, 1948-9 Bentley Mark VI standard saloon, covenant free, no dealers.—Robinson, 2, Regent St., Cambridge. [5741

GOOD low mileage '48 and '49 Bentley cars wanted.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5065

PRIVATE buyer wishes to purchase pre-war Rolls-Bentleys in repairable condition.—Hamilton, Old Manor House, Old Woking. Woking 2623. [5459

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [1681

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0815

POST-WAR or immaculate pre-war Bentley wanted.—Full particulars to Low Fell Motor Co., Ltd., North-East Car Centre, 685-691, Durham Rd., Gateshead-on-Tyne. Write or 'phone 75552 [4586

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, 12, Wellesley Ave., W.6. Riv. 1413. [8363

### Bentley Spares and Service

JACK BARCLAY, Ltd..

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4343.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

### B.M.W.

**1937** B.M.W. type 45 drop head foursome, one owner, 30,000 miles, genuine; £395.—J. F. Crawley, Western 6015. [6116

**1938** B.M.W. 320 sportsman's saloon, magnificent, guaranteed, £380; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6082

### BOND MINICAR

**1950** Bond Minicar, as new, first registered May, 2225.—J. Lott, Fairview, Lymington, Hants. Tel. 87292. [5835

### BRISTOL

UM Ltd

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0166

KEVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.

**41**—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

KEVILL-DAVIES & MARCH, Ltd., offer:—

BRISTOL 1949 400 saloon, finished in opalescent green, fitted radio, heater and all latest modifications, 13,000 miles, as new.

BRISTOL 1948 400 left-hand drive, black, fitted radio and heater, in excellent condition.

**41**—42, Hay's Mews, Berkeley Sq., W.1. Tel Grosvenor 2565. [4262

BRISTOL in Yorkshire means H. B. Martindale, Ltd., 14, Harrison St., Briggate, Leeds, 1. [3669

A.F.N., Ltd. (Bristol joint distributors), always have a selection of used Bristol cars for sale.

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [4801

**1949** Bristol type 401 super Legara 2-door sports saloon, exceptional condition.—J. F. Crawley, Western 6015. [6119

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

**1948** (August) Bristol 400 saloon, red with cream leather, heater, radio, 9,000 miles only; £1,795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5143

ANTHONY CROOK.—Bristol all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available including 1950 type 400, one owner, B.M.T.A. consent to sell, written guarantee; the advantages of dealing with leading distributors will be obvious.—Town End, Caterham Hill, Surrey. Tel. 2232-3. [5878

### Bristol Cars Wanted

J. H. BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [3245

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [4380

### B.S.A.

**165** gns.—B.S.A. 1934 10hp de luxe 4-door saloon, blue and black, sliding head, blue leather, pre-selector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6067

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### B.S.A.

**£175**.—1935 B.S.A. Scout 9hp sports 2-seater, very smart, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6033

**295** gns.—B.S.A. Scout 1937 (reg. June, 1938) 10hp series 4 sports 4-seater, dark blue, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

**265** gns.—B.S.A. Scout (May, 1938) 10hp series 5 sports coupe, black, sliding head, green leather, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6077

B.S.A. Scout sports 4-seater, first reg. Sept. 1937, red paintwork with maroon leather upholstery, good hood and sidescreens; £215 cash or £70 deposit; balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [4830

### B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s anud have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

### B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0144

SPARE parts for 10hp and 12.6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

### BUGATTI

TYPE 55, 2.3 s/c 2-str., in two tones grey, very carefully used, ex-Joe Fry; £935.

TYPE 59, 3.3 s/c 2-str. sports Grand Prix car, ex-Hon. Brian Lewis; offers.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5731

### Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

### BUICK

BUICK

SOLE concessionaires, Lendrum & Hartman, Ltd., have available the following:—

**1948** Buick 5-passenger 4-door saloon, colour black, in excellent condition, many extras including dynaflow-radio-heater, etc.; we also have other Buick and Cadillac models on view at our showrooms, Buick House, 26b, Albemarle St., W.1. Regent 7121. [4581

SIMPSON'S MOTORS, offer:—

**1937** Buick phaeton drop head; £350.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley. 3903. [4794

JOE THOMPSON (MOTORS), Ltd., offers:—

**1948** Buick 51 super saloon, right-hand drive, colour black, fitted radio, very low mileage; £2,600.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1937** Buick 7-passenger limousine, mileage 33,000, condition as new; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1329

**1937** Buick Vicoroy saloon, radio, excellent.—Below.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2943

BUICK 1948 Roadmaster Sedan 71, as new, radio and heater, etc., a magnificent car; £1,950.—Elmbridge 2050. [4937

**1950** Buick type 43 4-door streamline saloon, 1,300 miles, brand new; £3,350.—J. F. Crawley, Western 6015. [6117

LIMOUSINES.—Roomy 8-seaters, not ex-hire, from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7270

BUICK 1939 Roadmaster foursome, drop head coupe, exceptionally fine example, American Fisher body with new Forts allround including two spares, perfect car; £575; exchange considered.—81, Castle Lane, E'ham., 27. Acocks Green 3534. [5413

BUICK Roadmaster special de luxe saloon, August, 1947, left hand drive, 12,000 miles only, spare wheel unused, the car is finished in black with fawn upholstery, all the customary fittings including twin foglamps, spotlights, air conditioning, fitted radio, cigar lighters, interior lights, and hosts of other extras, chauffeur maintained from new, and in magnificent condition, the only reason for sale is that the owner has gone abroad; price £1,850 for immediate sale; no offers considered.—Mrs. H. R. Charles, 65, Wake Green Rd., Moseley, Birmingham. Tel. Birmingham South 1338. [5818

**£695**.—Buick Regent 6-seater saloon de luxe 1939-40, the most valuable and sought after of all Buick models, originally costing nearly £900 when manufactured, privately owned since new with only a moderate mileage for a car of its year, this particular Buick is an outstanding car in every sense of the word, immaculate dark blue finish with an abundance of chromed flashings and accessories literally looking like new, finest quality leather upholstery and interior fittings are in similar condition; of the car's mechanical qualities there can be no doubt whatsoever, 5-85mph in top gear can be obtained with the utmost ease, whilst the servicing of the engine has been scrupulously and regularly carried out by Buick main agents on behalf of the late owner; extra refinements include built-in push-button radiomobile of the very latest and most expensive type, Clayton heater and twin Bosche passlights, whilst the normally luxurious ride is further improved by the incorporation of special Andre telecontrol shock absorbers; synchromatic finger-tip controls and Flexabeam lighting are, of course, a feature of the car; Dunlop heavy duty tyres (practically brand new) are fitted to all 6 wheels; this magnificent Buick is offered with a fully comprehensive written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. See our full page advert. in this issue. [5970

### BUICK

LIMOUSINE 1937 Pullman, partitioned, wide forward occasionals, black, nice order. Also

LIMOUSINE 1938 Pullman, partitioned, widest forward occasionals, black, superb order. £935. ALPE & SAUNDERS LTD. Providence Court, North Audley Street. Mayfair 2941. [5628

### Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [3700

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1220

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

### Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

### CADILLAC

**1939** Cadillac, 32,000 miles, as new, colour black; £985.—Clayton's Cars (London), Ltd., 337, Euston Road, London, N.W.1. Tel. Euston 5228 (5 lines). [5595

CADILLAC V.8 saloon, black, a magnificent car excellently maintained, coachwork and upholstery unmarked, mechanically sound, 6 new tyres, any inspection and trial invited; £600.—Wales, Ltd. (Midland 04321), Cosells St., Birmingham. [6214

### Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [3701

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

### Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

### CHEVROLET

DICKS CAR SALES offer:—

**1938** (reg. 1939) Chevrolet saloon, one owner since new; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5891

SIMPSONS MOTORS, offer:—

**1949** Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage.

**1949** first registered Chevrolet 2-door Aerosedan, exceptional post-war car, fully streamlined, immaculate coachwork and interior.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [2051

JOE THOMPSON (MOTORS), Ltd., offers:—

**1948** Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater; £1,475.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

**1950** (April) Chevrolet latest type 6-str. sedan, 12,000 miles only, a most beautiful car with all American extras, amazing perfmce.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5912

**1948** Fleetmaster 4-dr. saloon, l.h.d. 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5765

**1939** Chevrolet Master de luxe 4-door saloon, first registered 1950, Continental model, exceptional condition, exchange considered; £375.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [4432

CHEVROLET 1947, Nov., property of engineer, in exceptional conditions, 26,000 miles, absolutely draft-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Relined Brake Drums, Ltd., 76, High St., London, N.16. [5526

### Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

### Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5785

### CHRYSLER

CASS'S MOTOR MART.—1938 Chrysler 24hp saloon, leather, excellent, written guarantee.—5, Warren St., W.1. Euston 4110. [1669

**£625**.—Magnificent Chrysler Dodge Custom 8, beautiful looking vehicle, semi-mouth organ front, prototype of post-war models, literally looks £1,000 although 1940 model, laid up most of the war and meticulously maintained all its life, negligible mileage, below.

**£335**.—1937/8 Chrysler Wimbledon de luxe saloon, immaculate bodywork, seats six, late private owner meticulously maintained this vehicle and states vehicle capable of over 20 m.p.g.; 3 months' guarantee, hire purchase, exchanges.

TAMES OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6094

LIMOUSINE 24hp 1937 seven passenger, partition, widest forward seats, leather, excellent. £695.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair 2941. [5622

### Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER agents, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555. [0043

WANTED, Chrysler Airflow, '34-'35, or streamlined Renault; lowest price.—Box 7572. [5855

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [1221

**1939** small mileage Chrysler Wimbledon, with leather trim, wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 45405. [0566

### Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo St. John's Wood Roundabout, N.W.8. Pri. 0141 [0018

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

### CITROEN

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE stock of post-war Citroens is always maintained; only first-class examples are offered.

EACH car has been thoroughly serviced throughout, and ready for immediate use.

**1949** Citroen 15hp saloon, maroon, red leather, 2,000 miles.

**1948** Citroen 15hp saloon, black, fawn leather, 25,000 miles.

**1947** Citroen 15hp saloon, gunmetal, 29,000 miles.

**1946** Citroen 15hp saloon, black, fawn leather, 34,000 miles.

EXCHANGES, deferred terms.

**173** Westbourne Grove, Bayswater, W.11. Bay. 4274. [5714

DICKS CAR SALES offer:—

**1940** Citroen 12hp saloon, recent £100 overhaul, fine order; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5892

MARBLE ARCH (WATFORD).

**1936** Citroen 12hp saloon, reconditioned; £365.

**1937** Citroen 15.9 saloon, reconditioned, £10 tax; £500.

**1940** Citroen 12hp coupe; £575.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3884

ACE SERVICE STATION (LONDON), Ltd.,

**1949** Citroen light 15 saloon, metallic grey with red hide.

**1949** Citroen light 15 saloon, black with red hide.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5647

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1949** Citroen saloon, red and red leather, 4,000 miles; £1,175

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1331

H.W. MOTORS, Ltd., the Citroen specialists offer:—

**1950** (reg. 1949) Light 15 saloon, black/brown leather, 6,500 miles; £1,250.

**1949** Light 15 saloon, black/beige leather, 11,000 miles; £1,125.

**1949** Light 15 saloon, maroon/red leather, 19,000 miles; £1,075.

**1940** 6-cyl. saloon, green/green leather; £850.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [6022

DAGENHAM MOTORS, Ltd., offer the following car:—

**1949** (Nov.) Citroen Light 15 saloon, sun roof, black/brown hide, 8,000 miles.

**56**, Park Lane, W.1. Regent 4866. [5934

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [5589

CITROEN 15, 1938, 49,000 miles, excellent condition, radio, spotlight; £365.—Chertsey 3381 or evenings Walton 3887. [5447

CITROEN full 7-seater, ideal hackney, very good car, only wants seeing for proof; £95.—9, Dorchester Av., Bexley, Kent. [6204

**1947** Citroen light 15 saloon, twin carburettors, Fram filter, low mileage, showroom condition.—Rushmer, 39, Holland Park, W.11. Park 5731.

**£445**.—Citroen Light 15 saloon 1939, finished dark blue with blue leather, complete engine overhaul last month, exceptional mechanical order.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. See our full page advert. in this issue. [5969

**1939** Citroen light 15 drop head coupe, excellent condition, Dunlopillo, single carburettor, twins available; £475; no dealers.—Warrington 1205 or evenings Downland 4504. [5997

### Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

JOHN S. TRUSCOTT, Ltd., urgently require Citroens.

EXCEPTIONAL prices offered for low-mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [5719

CASH immediately for good Citroen.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5870

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H.W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

A. FREEMAN, Ltd., Grosvenor Garage, require 1949 Citroen six cyl. and light fifteen.—Burnage Lane, Manchester, 19. Tel. Rus. 2874-5. [0877

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

### Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0758

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Citroen Spares and Service

BRING your used cars to the Citroen specialists; we will recondition as new.—THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd. Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30 Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [2668

### CORD

40 hp Cord drop h. foursome 1938, laid up many years, low mileage, excellent condition; £800.—Box 7553. [5525

### CROSSLEY

1937 Crossley 20hp 3-litre sports saloon, pre-war list price £800, one owner, 34,000 miles only, exceptional condition; £350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6008

### DAIMLER

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre saloon, black with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [5496

MONTROE MOTORS offer:—

1938 Daimler 17 saloon, excellent condition; £535. —Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [4466

CHARLES FOLLETT, Ltd., offer:

1947 Daimler 2½ saloon, grey, red leather, 26,000 miles, radio, very carefully maintained; £1,375.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5710

STRATSTONE Ltd., Daimler specialists, offer:

1950 Daimler 27hp saloon by Freestone & Webb, black with fawn leather, radio, heater, 2,000 miles (B.M.T.A. permission); £3,250.

1948 Daimler 2½-litre saloon, black with red leather, a most attractive car; £1,550.

1946 Daimler 2½-litre saloon, black with fawn leather, chauffeur maintained, low mileage; £1,295.

1939 Daimler EL 24hp limousine, black with leather throughout, well maintained; £895.

1936 Daimler 4½-litre limousine, black, exceptionally roomy body with 2 face forwards, sunshine roof, division, in good condition throughout; £850.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [5235

£150—1933, but in perfect condition, Daimler 15 4-door saloon, real opportunity.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [5906

£495—Daimler 17hp saloon, 1938 series, superbly maintained, black, easiclean wheels.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [5471

1939 model Daimler, 2½-litre saloon, black, 38,000 miles; £750.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5798

1949 (Aug.) Daimler 2½-litre saloon, black, red leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3996

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

DAIMLER 4½-litre limousine by Young (first registered Oct., 1946), black with brown interior, very low mileage.—Tice & Son, Ltd., Bournemouth. Tel. Winton 2000. [5451

LIMOUSINE 24hp, partitioned, wide occasional seats, a Mulliner body, black, registered 13.11.1936; bargain £550; terms, exchanges.—61, Albert Embankment, S.E.11. Reliance 4016. [5877

TRISTRAMS, Ltd., Chester, Daimler and Lanchester distributors, have specialised in the sale and service of Daimler and Lanchester cars since 1922; an expert and comprehensive service is offered to buyers.

1948 2½-litre saloon with Barker coachwork, dark green, green leather, mileage 16,000, one owner, perfectly maintained and like new in every respect, fully guaranteed; £1,550.

ONLY genuine low-mileage Daimlers are offered for retail sale by Tristrams, Ltd., of Chester. Tel. 25262. [4808

LIMOUSINE 1936 24hp, partition, widest occasional forward seats, superlative condition, black. £630. ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair 2941. [5621

### Daimler Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

21-litre Daimler saloon, low mileage, £10 tax, wanted by private.—Box 7573. [5858

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588.

LIMOUSINES Modern 24hp-32hp urgently required. Cash. Details please:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1222

DAIMLER wanted. 24hp E.L. type limousine; state full particulars.—Fingland's, Ltd, 213 Wilmslow Rd., Rusholme, Manchester, 14. Tel No Rusholme 2894. [9678

### Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0236

DAIMLER specialist for 38 years, guaranteed repairs and coachwork.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [5356

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

### Delage Cars Wanted

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mai. 0267. [1099

### Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repair and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1. [6493

### DELAHAYE

SELBORNE (MAYFAIR), Ltd.,

1949 model 135M, Delahaye sedanca drop head coupe in superlative condition.

45, South Audley St., W.1. [2881

KEVILL-DAVIES & MARCH, Ltd.

1937 Delahaye 27hp 2-door saloon, black.

41/42, Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2565. [4258

£795.—Delahaye special drop head coupe, we offer what must be one of the most outstanding vehicles in the country in a Delahaye foursome drop head coupe, January, 1938, with specially built English coachwork, a superb car of the utmost distinction and grace, and one which has without doubt been maintained, serviced and driven with every possible care and attention. The coachwork itself is finished black and chrome and would certainly put to shame post-war cars on the road to-day, upholstery is in similar condition in finest quality red leather, the hood is like brand new, Marchal equipment is incorporated throughout, including Mile-beam headlamps, Marchal twin spots, reversing lamp, etc.; the mileage is but moderate, performance is superb, docile enough in city traffic but impatiently fast on the open road, roadholding, braking and steering leave nothing whatsoever to be desired, to the discerning purchaser seeking a classic example—a car which is distinctly different—a car which will outshine most others—this Delahaye must definitely appeal.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 400 cars actually in stock; write for post free catalogue; hire purchase, part exchanges; free delivery; see our full page advert. in this issue. [5971

### Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1037

### Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [2407

### D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 D.K.W. all-metal drop head coupe, in cream and black.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

### D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0671. [0066

### Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines. —Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

### FIAT

COLINDALE offer:—

1939 Fiat 500, very clean attractive car, mechanically perfect; £295.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [5700

DICKS CAR SALES, offer:—

1939 Fiat 500 foursome coupe, very attractive car, in grey; £345.—Below.

1939 Fiat 500 coupe, 50 mpg; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4386

1100 Fiat pillarless saloon, first reg. Sept. '47, similar to the car shown at Earls Court.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [5705

FIAT 500 cabriolet, 1938, recently overhauled; £250; best offer secures.—Tel. Hudson, Kensington 6012. [6203

1938 Fiat 1100 saloon, good condition, new car reason for sale; nearest £375.—Barge Hotel, Shrewsbury. [5843

G. W. RUSHMER, The Fiat Specialists, fully reconditioned and guaranteed models available, only first-class examples offered.—39, Holland Park, W.11. Park 5731. [3304

1938 Fiat, convertible, immaculate throughout, reliable, sell or consider exchange, 8-10hp saloon, cash either way.—Watson, 5, Raincliffe Ave., Scarborough. [5806

### FIAT

MAYFAIR GARAGES, Ltd.—March 1940 1,100 long-chassis 4-door pillarless 6-light saloon, two tone grey and black with grey hide upholstery, exceptionally roomy car in well-preserved condition throughout; £425. Below.

MAYFAIR GARAGES, Ltd.—April 1938 1,100 4-door fixed head pillarless saloon, grey with blue leather upholstery, good tyres, spot light, excellent condition; £395. Below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 de luxe full 4-seater convertible saloon, recellulosed dual blue and grey, with leather upholstery to match, new hood, good tyres, scrupulously maintained, exceptionally smart car; £385. Below.

MAYFAIR GARAGES, Ltd.—August 1939 500 de luxe convertible coupe, all black with red leather (original paintwork), one owner since new, carefully maintained in outstanding mechanical condition; £365. Below.

MAYFAIR GARAGES, Ltd.—November 1938 500 de luxe convertible coupe, black with red leather, good tyres, exceptionally good condition; £295. Below.

ALL the above carry three months' guarantee.

MAYFAIR GARAGES, Ltd.—Choice of 14 Fiats, all with 3 months' guarantee. List and copy of "Autocar" Road Test Report on request.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, 1 Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-3105. [5617

1950 Fiat 1100 4-door 4-light cabriolet, Laystall balanced engine, specially tuned, 38mpg., over 80mph, capacious luggage boot, 14-gallon petrol tank, finished cream and black, exceptionally attractive car, taxed; £875.—V. W. Derrington, 159, London Rd., Kingston. Tel. 5621/2. [6052

### Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd., sell more pre-war Fiats yearly than any firm in the country, so are always ready cash buyers of all models.—Below.

MAYFAIR GARAGES, Ltd., also require neglected Fiats for reconditioning; send brief particulars and price required.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges' clock) Mayfair, W.1. Mayfair 3104-5.

### Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5030

### FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex. [0099

DICKS CAR SALES, offer:—

1949 Ford 8 saloon, carefully used, really as new; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5397

MARBLE ARCH (WATFORD).

1947 Ford Anglia; £495.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [5889

G. P. (BALHAM), Ltd., offer:—

275 gns.—1938/9 Ford 8 saloon, recond. engine, excellent coachwork, any trial; choice of three.

385 gns.—1942-3 Ford 8 Anglia saloon, reconditioned engine, any trial.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [5648

200 cars under £400 to choose from.

459 gns.—1947 Ford 8 Anglia saloon, low mileage, maintained regardless of cost.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m. 6 days a week. [6049

200 cars under £400 to choose from.

299 gns.—1939 Ford 8 de luxe saloon, black with red interior; a super car.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m. 6 days a week. [6050

1947 Ford 8 Anglia, one owner; £450, below.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [5905

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Anglia, beige/brown, 6,000 miles.

1949 Ford Anglia, black/red, 6,900 miles.

1949 Ford Anglia, green/green 8,300 miles.

1949 Ford Anglia, green/brown, 9,000 miles.

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [5931

1937 Ford 8 2-door saloon, colour black; £235.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [5888

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### FORD (8 h.p.)

**1949** Ford Anglia, 8,000 miles, condition as new; £625.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8553. [5074

**1949** Ford Anglia, beige, red upholstery, 11,000 miles, one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [2880

H. A. SAUNDERS, Ltd.—1949 Ford Prefect saloon, 13,000 miles, one owner; £750.—Below.

H. A. SAUNDERS, Ltd.—1949 Ford Prefect saloon, 2,500 miles, one owner; £795.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011.

**1939** Ford 8 saloon; £350.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [4965

**1933** Ford 8 4-door de luxe saloon, very good specimen of an old car, taxed; £145.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3953-4. [2477

**1938** Ford 8 saloon, in excellent condition mechanically, very good bodywork and interior; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6114

**1938** Ford Anglia de luxe saloon, reconditioned engine recently; £260.—Speedy Transport, S.E. 7219. [5724

**1946** Ford 8 Anglia saloon, black/brown upholstery, good tyres, well maintained, immaculate, guaranteed; £450.

G. W. WILKIN, Ltd., 1 Weston Park, Kingston-on-Thames. Kin. 2241. [5694

**£350**—1939 Ford 8 sal., black, leather upholstery and trimmings, 5 very good tyres, in excellent condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5560

**1946** Ford Anglia, low mileage, choice of two; £415-£450.—C.A.P. Motors, 39, Stockwell Rd., Brixton, S.W. Bri. 5164. [5846

H. A. SAUNDERS, Ltd.—1949 Ford Anglia saloon, 10,000 miles; £595.—Austin House, 140/144 Golders Green Rd., N.W.11. Speedwell 0011. [5951

**1949** Ford Anglia, condition just like brand new, low mileage; £585.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280, 3769 [5914

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

**1938** Ford 8 saloon, not perfect but very good and definitely sound value at £255.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5874

**1946** Ford 8 Anglia saloons, good tyres, clean and very sound; from £430.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5759

**1938** Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted, bodywork in excellent condition; 3 months' guarantee; £295.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5684

### Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon not before 1936.—Tel. Gra. 2530. [1461

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1268 (day). [9710

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED, late 1946 or 1947 Ford Anglia, private purchaser, no dealers.—Price and details to Box 7516. [5418

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

**1939**-1949 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

### FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1947** Ford Prefect saloon, colour grey, cloth upholstery; £625.

**1949** Ford Prefect saloon, colour beige, cloth upholstery, mileage 11,000; £775.

**1946** Ford Prefect saloon, colour metallic blue, red leather upholstery; £600.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9314

OVERSEAS CARS, Ltd.

**1949** Ford Prefect saloon, green/cloth, 10,600 miles; £775.

**1949** Ford Prefect saloon, green/leather, 3,340 miles; £785; for other Overseas Car Bargains see page 41.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5650

ROUNDABOUT offer:—

**1948** Ford Prefect, 18,000 miles, colour grey; £695.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [2029

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

WHAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

DICKS CAR SALES, offer:—

**1949** Ford 10 saloon, leather upholstery, 5,000 miles; £775.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5893

CHARLES RICKARDS, Ltd., offer:—

**1949** (Nov.) Ford Prefect saloon, black with cloth upholstery, one careful owner since new, genuine mileage 6,234, faultless condition, choice of two £775.

**56**, Bayswater Rd., W.2 (next door Lancaster Gate Tube station). Tel. Paddington 1820 [5479

### FORD (10 h.p.)

H. A. SAUNDERS, Ltd., offer:—

**1949** Ford 10 Prefect saloon, black with brown cloth interior, 900 miles; £815.

**1949** Ford 10 Prefect saloon, black with green leather interior, 5,000 miles; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5982

ALLAN TAYLOR MOTORS, Ltd., offer:—

**1948** (October) Ford Prefect saloon, leather upholstery, low mileage; £685.

**1948** (June) Ford Prefect saloon, cloth upholstery, excellent condition; £650.

**1948** (September) Ford Prefect, cloth upholstery, low mileage, excellent condition; £650.

**1949** (March) Ford Prefect saloon, cloth upholstery, as new; £795.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [3280

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1949** Ford Prefect, colour green, 4,000 miles; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1330

DAGENHAM MOTORS, Ltd., Ford main dealers.

**1949** Ford Prefect, black/cloth, 800 miles.

**1949** Ford Prefect, black/hide, 3,000 miles.

**1949** Ford Prefect, green/hide, 10,000 miles; choice of two.

**1949** Ford Prefect, black/hide, 9,000 miles; choice of two.

**1949** Ford Prefect, black/hide, 7,000 miles.

**56**, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [5935

**1949** (Nov.) Ford Prefect, in exceptional condition; £760.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5961

**£325**.—Ford 10, 1938, exceptionally good engine, cellulose, etc., many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube). [5433

**1938** Ford 10 saloon, in first class condition throughout, any trial; £350.—Below.

**1947** Ford 10 saloon, black, as new throughout; choice of two from £575.—Below.

**1939** Ford 10 4-door saloon, black, just recellulosed, in excellent condition throughout, any trial; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4454

FORD Prefect, 1949 (Sept.), perfect, immaculate, view Coventry; best offers.—Box 7534. [5461

FORD Prefect, 1948 beautiful condition; £625.—H. A. Saunders, Ltd., Radlett 6167 and 5849. [6220

FORD Prefect, blk., Nov., '49, br., lth. up., unmarked; £765, nr. offer.—76 Nithdale Rd., S.E.18. [5812

**£345**.—Ford Prefect (Aug., 1939) saloon, black, excellent condition throughout, taxed.

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube). Palmers Green 4540. [6046

**1949** (August) Prefect, 9,000 miles, black, red leather, perfect condition; £750; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee Green 0254. [4227

**1949** Ford Prefect, finished in mist green with cloth upholstery, 1,100 miles; £785; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. [4667

**195**0 gns.—1937 Ford 10 4-door, leather upholstery, good condition.—Autosnips 5, Balham High Rd., Balham 1509. [6103

**1949** (Dec.) Ford Prefect, immaculate, leather, seat covers; £750.—Francis, Horam, Sx. Tel. Horeham Rd. 5.

**1949** Ford 10 Prefect saloon, 5,000 miles, quite like new.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5575

**1949** Prefect, 11,000 miles, beige, loose covers; £750.—Scott Cars, 347, Finchley Rd., N.W.3. Hampstead 7779 and 8676. [6019

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

**1939** Ford Prefect saloon, condition as new, owner-driven, black, resprayed; £400.—Avery's Stores, Appledore. Tel. 36. [6202

ARCHIE SIMMONS & Co., Ltd.—Ford Prefect, reg. Feb., 1949, immaculate condition; £675.—94, Gt. Portland St., W.1. Lan. 1343. [6215

**1949** (May) Ford Prefect sal., green, 7,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [5461

**1947** Ford Prefect saloon, black, splendid condition; £525.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [5884

**£375**.—1938 Ford 10 saloon, black, maroon, leather upholstery, reconditioned engine, 5 very good tyres, in showroom condition.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5558

**1949** Ford Prefect, low mileage, as new; £675.—Barnes Garage, 315, Finchley Rd., Hampstead N.W.3. Ham. 2221. Mal. 1627. [1655

**1949** Ford Prefect saloon leather, 2,000 miles; £750.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4821

**1949** Ford Prefect, black, brown leather, low mileage, excellent condition; £750.—Pantiles Service Garage, London Rd., Guildford 5326. [5653

**1949** Ford Prefect, excellent condition, 11,000 miles; £775 or offers.—Mr. Ast, 16, Ilderton Rd., London, S.E.16. Tel. Bermondsey 1685. [5850

**1949** Ford 10 Prefect saloon, radio, leather interior, low mileage; £695.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5917

**1949** Ford Prefect, new type saloon, mileage 14,000, immaculate condition; £765, or near offer.—Selfe, 215, Tutbury Rd., Burton-on-Trent. [5841

**1949** Ford Prefect saloon, latest type, leather upholstery, £775; also 1938 Ford 10 saloon, 4 door, very clean and in excellent running order; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9400

### FORD (10 h.p.)

**5400** miles.—1949 (Nov.) Ford Prefect saloon, black, brown leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.)

**1939** (July) Ford Prefect drop head coupe, black and red leather, beautiful car; £590, or offer.—King's Motors, 1, High St., Hounslow. Tel. 3552. [4705

WALTER SCOTT, Ltd.—1949 Ford Prefect, black, 11,000 miles, as new; £/50; exchange, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [1299

**1949** (Nov.) Ford Prefect saloon, 8,000 miles only, finished black, brown leather, one private owner, taxed December, as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4447

**1947** Ford Prefect saloon, black, immaculate, 18,000 miles, one owner, taxed; £545; terms, exchanges.—Tel. Amherst 2000, Turner, 99/117, Clarence Rd., London, E.5. [6014

FORD Prefect, 1948 (September), green, 6,000 miles, an economical car.—Eastern Motor Co., Ltd., 52, George Street, Edinburgh. Telephone Central 6294. Telegrams Eastmotco. [4862

FORD Prefect, registered January, 1949, in black with brown leather upholstery, one owner, beautiful condition; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6020

OCT., 1949, Ford Prefect 4-door saloon, only 3,500 miles and in immaculate condition, mist green/green leather upholstery, demonstration without obligation and written guarantee.

TANKARD & SMITH, Ltd., 226, High Rd., S. Tottenham. Sta. 3291. [5432

**1949** Ford Prefect saloon, 10,000 miles, cloth, 1 owner, £725; 1946 ditto, £525; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5040

**1947** Ford Prefect saloon, black, leather upholstery, one owner, low mileage, spotlamp, excellent condition, taxed; £595.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [2042

**50** miles only.—A golden opportunity to secure practically new car, 1950 series (Nov., 1949) Ford Prefect saloon, finished black, full equipment.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [6020

**575** gns.—Ford Prefect (March, 1947) 10hp 4-door saloon, black, brown leather, one careful owner, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6073

**1946** (June) Ford 10 Prefect 4-door saloon, red leather, low mileage, original condition, almost as new, taxed; £575; also 1936 (March) 8hp saloon, one owner, low mileage, original condition, very exceptional car; £237/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837/8. [6041

TANKARD & SMITH, Ltd., offer 1940 Prefect 2-door saloon in black with grey cloth, exceptional condition throughout, many extras including 2 spot lamps, exterior mirrors, loose covers, etc.; £380; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5580

### Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

**1949** Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [5572

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9712

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2266.

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane London, W.1. Regent 4866. [0156

**1939**-1949 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

### FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1948** Ford Pilot saloon, colour black, brown leather, Pye radio, mileage 15,000; £950.

**1948** Pilot, colour blue, blue leather, mileage 17,000; £945.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2859

DICKS CAR SALES offer:—

**1947** Ford V.8 saloon, right-hand drive, American model; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5053

SIMPSON'S MOTORS, offer:—

**1948** (genuine) Ford V.8 2-door sedan, fitted with radio and heater, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists). Wembley 3903. [4795

MARBLE ARCH (WATFORD).

**1937** Ford V.8 30hp, one owner, excellent condition; £295.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491 [5049

PHILIP RICKARDS, Ltd., offer:—

**1949** Ford Pilot, black/brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5549

H. A. SAUNDERS, Ltd., offer:—

**1949** Ford V.8 Pilot saloon, blue with leather interior, jackalls, heater, etc., 6,000 miles; £1,125.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024 [5979

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### FORD (V.8)

KEVILL-DAVIES & MARCH, Ltd.

**1949** Ford Custom built convertible, left-hand drive, grey, fawn upholstery, low mileage, first-class condition.

**41**—42, Hay's Mews, Berkeley Square, W.1. Tel. Grosvenor 2563. [4261

WARWICK WRIGHT, Ltd., offer:—

**1949** Ford V.8 Pilot saloon, black, fawn cloth, radio and heater, 12,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4423

JOHN S. TRUSCOTT, Ltd., for Ford Pilots.

**1948** (Nov.) saloon, blue, blue leather, radio, etc., 19,000 very careful miles by one owner; £925.

EXCHANGES, deferred terms.

**173**, Westbourne Grove, W.11. Bay. 4274. [5716

**1949** Ford Pilot saloon, leather, radio, heater; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5991

FORD Pilot, 1948, low mileage; £935.—H. A. Saunders, Ltd., Radlett 6167 and 5349. [6221

**1948** Ford Pilot saloon, one owner, faultless; £945. —Speedy Transport, Slo. 7219. [5725

**1949** Pilot, blue, special sun roof fitted, practically as new; very reasonable price for £925.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5887

**1938** Ford 30hp saloon, model 81A, excellent throughout, fitted radio and heater; £325.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [6016

GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, blue, leather, heater, radio, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, blue, leather, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6170

**1950** Ford Custom 8 4-door saloon, 2,000 miles, colour blue.—Syd Abrams, Ltd., M/c. Bro. 2254/5. [1634

**1948** Pilot saloon, H.M.V. radio, heater, and really carefully used; £895.—Campbell Symonds, Wembley 6262. [5536

**1949** (November) Ford Pilot saloon, black, grey cloth upholstery, 7,000 miles, fitted radio and heater, taxed December.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5209

CASS'S MOTOR MART, 1937 Ford V.8 30hp saloon, black, new engine just fitted, written guarantee.—5, Warren St., W.1. Euston 4110. [4797

**1949** Ford Pilot de luxe, finished in black with brown hide upholstery, fitted radio and heater, 7,000 miles; £1,050, terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687.

**7000** miles; 1949 (July) Ford Pilot saloon, black, brown leather, radio, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3993

**1949** (just out) Ford Pilot saloon, finished black with grey cloth upholstery, 7,000 miles only, fitted radio and heater, 1 owner, taxed, as new throughout: trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5205

**£395**.—1938 Ford 30hp 81A drop head foursome coupe, excellent performance, smart appearance, good tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6036

**1949** Ford Pilot, black/brown leather, heater, exceptional condition throughout, excellent tyres, 15,000 miles by one careful owner, available in Cumberland; £925.—Tel. Harrington 268 evenings. [5401

**£285**.—An exceptional Ford V.8 drop head two-seater coupe, green with leather upholstery, new tyres and hood and new engine fitted less than 2,000 miles ago; registered August, 1936, and taxed to end of year.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [4803

**1947** genuine American Ford super sedan de luxe, one previous owner, small mileage, almost as brand new, super luxury car, exceptional opportunity; £1,075; terms, exchanges.—Carmasters, 35-7, Upper Elmers End Rd., Beckenham. Bec. 6977. [5627

### Ford V.8 Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Ford Pilots.

EXCEPTIONAL prices offered for low-mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [5721

GOOD condition Ford V.8 drop head or coupe wanted. —Tel. Valentine 2098 or 4674. [4525

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s.—Wembley 3903. [9143

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

BRITISH & COLONIAL MOTORS, Ltd., require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5777

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

### UTILITY—FORD OR OTHER BODIES

DICKS CAR SALES offer:—

**1945** Ford 30hp utility, full 8-seater body, fitted radio; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4387

**1938** Ford Utility (no rubbish), exceptional condition throughout, tyres and engine as new, real value for £325.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5304

**£195**.—Ford V.8 30hp utility model 81A, July, 1938, recent engine, gear box and brakes overhauled, clean condition.—Taylor, 75, Edgehill Rd., Winton, Bournemouth. [5632

**1949** Fordson 5-cwt Martin Walter Utilecon, one owner from new, spare unused, really superb condition; £425.—Burkes Motors, 295-7 Lewisham High St., S.E.13. Tel. Lee Green 1051. [6224

### UTILITY—FORD OR OTHER BODIES

**1939**/40 Ford V.8 22hp 6-7-seater utility, good order throughout.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [5570

**1948** first reg. (October) Ford Mercury utility, excellent condition; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3474

### Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

### FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee. —198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

### Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7354

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0825

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6134

LUTON MOTOR Co., Ltd., Ford main dealers require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3715. [0042

### Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0228

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.

**219**—221, Balham High Rd., S.W.17. Tel. Balham 4401; also at

FORD Rd. Folkestone 51222. [0406

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464.

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2. (Brixton 6431), main Ford dealers; service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0388

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

### FRAZER NASH

ANTHONY CROOK offers: 1949 Frazer Nash Le Mans replica 120mph 2-seater, as so successfully raced by Anthony Crook last season (numerous successes included fastest lap (tie) of all British cars in Silverstone Production car race, fastest lap last Castle Coombe 2-litre sports race, etc., third tourist trophy race up to 2 litres); other successes Goodwood, Blandford, Shelsley, etc.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3480

### Frazer Nash Cars Wanted

ROWLAND SMITH'S the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

### FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W. special Freestone Webb body, red leather, recellulosed, perfect, colour green, 10,000 miles since entirely reconditioned engine, beautiful and unique motor; £800.—Tel. Western 2043. [6411

**£675**.—Frazer Nash-B.M.W. 2-litre cabriolet type 326 (May, 1938), rare and highly desirable model, most attractively finished powder blue and pearl grey with grey leather, faultlessly maintained mechanically, numerous extras; fully guaranteed in writing by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 400 cars actually in stock; write for post free catalogue; hire purchase, part exchanges; free delivery; see our full page advertisement in this issue. [5963

ROSE & YOUNG, Ltd., offer Frazer Nash-B.M.W. type 328 2-seater, immaculate condition inside and out, speedometer reading 28,000, finished in ivory with black leather; £815.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5055

ANTHONY CROOK offers for sale his own highly successful 328 115mph 2-seater, as successfully raced, placed or won practically every event ever entered, only owners E. M. Thomas and Anthony Crook, complete history from new; also a fully streamlined post-war 2-seater.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3479

### FRAZER NASH-B.M.W.

**395** gns.—Frazer Nash-B.M.W. 1936 2-litre Type 55, super sports 2-seater, black and silver, tuned engine, Martlett pistons and valves, special large sump, vertical Bosch magneto, Andre shock absorbers, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6065

### Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041

### HEALEY

BROOKLANDS.

HEALEY distributors for London.

HAVE for demonstration and early delivery the special drop head 4-seater coupe by Abbott of Farnham; also 2-door 4-seater sports saloon by Tickford; particulars available on request.

**1950** Healey Silverstone sports 2-seater, red, beige leather, speedometer reading 5,000 miles, high compression pistons and many extras; B.M.T.A. permission to sell.

**1949** Healey sports saloon, maroon, red leather, speedometer reading 10,000 miles.

**1948** Healey sports saloon, black, red leather, exceptional condition throughout.

**103**, New Bond St., London, W.1. Tel. Mayfair 8351-6. [5662

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. [5633A

**1948** (June) Healey std. saloon, metallic blue, blue leather, 19,000 miles; £1,650.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5801

**1949** Healey 2.4-litre foursome drop head coupe by Duncan, green, beige leather, 12,000 miles; £1,495.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5800

**1949** Healey 2½-litre Sportsmobile drop head coupe, in new condition, 12,000 miles, cost nearly £3,000; £1,895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

**1948** (June) Healey Duncan saloon, finished in black with brown leather; mileage under 10,000 by exceptionally careful owner; price £1,250.—Appleton & Arundale, Ltd., Northway, Scarborough. Tel. 533. [4707

**1950** Healey Silverstone, specially tuned high compression engine, successfully raced by Edinburgh enthusiast, being third to two Grand Prix Maseratis at last Scottish Road Race, 5,000 miles, immaculate; £1,295.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3478

### Healey Cars Wanted

J. H. BARTLETT.—Healey saloon, tourer or Silverstone models wanted.—27a, Pembridge Villas, W.11.

### HILLMAN 10

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1948** Hillman Minx Mark II, mileage 15,000, colour black, leather and cloth upholstery, taxed for year; £760.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9310

BROOKLANDS.

**1949** Hillman Minx 4-seater drop head coupe, blue, blue leather, small mileage.

**103**, New Bond St., London, W.1. Tel. Mayfair 8351-6. [5663

OVERSEAS CARS, Ltd.

**1947** Hillman Minx saloon, stone, one careful owner, 17,400 miles, really excellent condition throughout; £695; for other Overseas Car Bargains see page 41.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5651

BROWN'S for Hillmans.

**1942** Hillman 10hp saloon de luxe, excellent condition; £465.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4793

MONTROE MOTORS offer:—

**1948** Hillman 10 drop head coupe; £765.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2482

MARBLE ARCH (WATFORD).

**1947** Hillman Minx; £695.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3888

LAYTONS OF OXFORD offer:—

**£650**.—1947 Hillman Minx de luxe saloon, black with brown upholstery, very low mileage, as new throughout; terms over 24 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3391. [5469

PHILIP RICKARDS, Ltd., offer:—

**1949** Hillman Phase III saloon, green/leather, 12,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5553

CHARLES FOLLETT, Ltd., offer:—

**1949** Hillman Phase IV saloon, dove grey, red leather, one owner, radio, 13,000 miles, guaranteed; £925.

**18**, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Av., W.6. Riv. 1413 [5713

WANSTEAD MOTORS, Ltd., offer:—

MARK IV Hillman Minx, under 1,000 miles; £995.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4763

CHARLES RICKARDS, Ltd., offer:—

**1949** (Sept.) Hillman Minx saloon, green, one owner, low mileage, choice of two; £885.

**56**, Bayswater Rd., W.2 (next door Lancaster Gate Tube station). Tel. Paddington 1820. [5474

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### HILLMAN 10

WARWICK WRIGHT, Ltd., offer:—

**1949** Hillman Minx latest model saloon, dove grey, red leather, 5,000 miles; £975.

**1949** Hillman Minx 10hp saloon, black, brown leather and cloth, 16,000 miles; £895.

**1949** Hillman Minx saloon, black, brown leather, 8,000 miles; £975.

**1948** Hillman Minx 10hp saloon, black, fawn leather and cloth, 18,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5670

WADDINGTON MOTORS, Ltd., offer:—

**1949** (Nov.) Mark IV Minx, pastel green, brown upholstery, many extras, taxed; £925.

**1948** Hillman Minx phase II saloon, as new; £775. —Fortune Green Rd., N.W.6. Ham. 2211.

S. G. SMITH (MOTORS), Ltd., offer:—

**1948** Phase II Hillman Minx, 19,000 miles, colour grey, blue cloth upholstery, in superlative condition; £765; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [2567

S. G. SMITH (MOTORS), Ltd., offer:—

**1946** Hillman Minx drop head coupe, fitted radio, exceptional condition throughout, £560; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6148

KENTISH & THOMSON, Ltd., offer:—

**1948** Hillman Minx Phase II drop head coupe, black, with brown leather interior, exceptional condition throughout, £750; also

ENGINES RECONDITIONED, Ltd., offer:—

**1937** Hillman d.h.c. in aero blue; £285.

ENGINES RECONDITIONED, Ltd., 333, Pinner Rd., Harrow, Middlesex. Harrow 1269. [6002

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1949** Hillman Phase III, only 400 miles, green and brown leather; £975.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1332

GORDON CARS (LONDON), Ltd.—1949 Hillman Phase IV, 800 miles only.—Below.

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase II drop head coupe, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6171

**1947** Hillman Minx saloon, black, brown leather, £550.—Haskins, Ladbroke 1155. [4774

**1949** (September) Hillman Minx, fawn with red leather, excellent condition; £835.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [6013

**1949** Minx Phase III, low mileage, green, leather upholstery, immaculate condition; £875.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254.

H. A. SAUNDERS, Ltd.—1948 Hillman Minx Phase II saloon, 13,000 miles, one owner; £795.—Below.

H. A. SAUNDERS, Ltd.—1948 Hillman Minx Phase II saloon, one owner; £745.—Below.

H. A. SAUNDERS, Ltd.—1949 Hillman Minx Phase IV saloon, one owner; £945.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [5941

**1948** Hillman Minx saloon, Phase II, speedometer 14,000, in very good condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [9399

**1947** Hillman Minx d.h. coupe; £650.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [4967

**1946** Hillman Minx saloon, grey, brown leather, beautiful; £595.—Robbins, East Putney. Tel. 4581. [4735

**1947** (December) Hillman Minx fawn saloon, 19,000 miles, really excellent conditon throughout. —Cat. 3763. [5820

**375** gns.—1939 Hillman 10 sun saloon, excellent condition.—Autosnipe, 5, Balham High Rd., Balham 1509.

**1949** (Nov.) Hillman Minx saloon, Mark 4, black, red leather, one owner, 6,200 miles only, taxed Dec.; £965.

ANOTHER, with brown leather, 5,900 miles, only £965.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5440

**1948** Hillman Minx saloon, grey, one owner, appearance as new; £735.—Grove Motors, North Rd., Southall 3477. [2911

**1947** Minx coupe, new engine, battery, etc., spotless; £665; letters only.—Martin, 10, Sunnyside, Childs Hill, N.W.2. [4544

**1948** Hillman Minx saloon, black, showroom condition; £725.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366. [6140

**1948** Hillman Minx Phase II saloon, one owner, low mileage, spare unused, grey with blue interior, quite faultless; £765.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [5885

**1949** Hillman Phase III saloon, 9,000 miles, grey, unmarked; £840.—London House Motors, Burnham-on-Sea, Som. Tel. 438. [5840

**1941** Hillman 10 de luxe saloon, immaculate, guaranteed, £420; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6080

**1946** model (reg. Oct., 1945) Hillman Minx saloon, brown leather upholstery, black coachwork, beautifully kept; £575, or hire purchase terms.

RHIND'S (MOTORS), Ltd., 120, Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514. [5747

**1938** Hillman Minx saloon, in very good condition; £335.—Vanderwell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441.

**1947** Hillman Minx, recond. engine, loose covers, immaculate condition; £645.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6018

**1948** (October) Hillman Minx, Phase II drophead coupe, 7,000 miles, radio; £835.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1651

**1947** Hillman Minx saloon, one owner, any inspection, 3 months' guarantee; £675.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [5728

### HILLMAN 10

**1939** Hillman Minx drop head foursome coupe, fawn with red leather upholstery, beautiful car; £375.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Eus. 2700. [5994

**1948** Hillman phase II saloon, fawn/cloth interior, 16,000 miles, one owner; 3 months' guarantee; £775.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4733

**1948** Hillman Minx, one owner, low mileage, superb condition throughout; £745.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280, 3769. [5916

**1948** Phase II Hillman Minx coupe, black, with brown upholstery, very clean and taxed; accept £755.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9275

**1933** Hillman 10 saloon, black with fawn leather upholstery, a very reliable motor, in clean condition; £147.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5090

ROSE & YOUNG, Ltd., offer: 1949 Hillman Minx Phase III, fitted heater, good condition; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6085

**£155**.—1934 Hillman Minx, reconditioned engine, nearly new tyres all round, very good condition; hire purchase terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [6123

**1949** (November) Phase IV Hillman Minx saloon, immaculate condition, small mileage, fawn with red leather upholstery; £915.—Markenfield Garages, Ltd., Woodbridge Road, Guildford. Tel. 4603. [5456

**1937** Hillman coupe, grey, excellent condition throughout, taxed, 5 good tyres, good battery, defroster, spotlight, etc., interior very nice indeed, appearance like much newer car; £295 or near offer.—Askew, Sibbards Farm, Debden Green, Saffron Walden, Thaxted 356. [5517

**1938** type Hillman Minx 10hp saloon, clean black paintwork with blue leather upholstery, exceptionally clean interior, kingpins just renewed, nice performance; £295 cash or £95 deposit, balance payable by equal monthly payments.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5881

NAYLOR & ROOT, Ltd.—1949 Hillman Minx Phase IV saloon, beige, red upholstery, unblemished condition, excellent value, £865; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [5960

### HILLMAN 14

**£325**.—1938 Hillman 14 sal., black, engine reconditioned, 5 very good tyres.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5559

### HILLMAN 21

LIMOUSINE 1938 21hp, partition, forward seats, leather throughout, genuine specimen, black £695. Alpe & Saunders, Providence Court, North Audley St. Mayfair 2941. [5626

### HILLMAN MISCELLANEOUS

**1937** Hillman limousine, excellent condition, colour black; £485.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5598

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

### Hillman Cars Wanted

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [9713

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5865

CASH buyers of low mileage Hillman Minxes; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

WE are cash buyers of all Hillman post-war models. —The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6883

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY the hire-purchase specialists, are still buying Hillman and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models. Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

### Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0227

### Hillman Spares and Service

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years) well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147.

ENGINES, gear boxes, diffs., reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0344

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards, specialists tools, work shop, breakdown service and information available.—656, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [4544

### Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

### HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

**1950** Hotchkiss 4-door Paris-Nice saloon, Cotal gear box, grey, red leather upholstery, 7,000 miles.

**1937** 3½-litre Hotchkiss Paris-Nice saloon, blue, extensively overhauled.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5592

KEVILL-DAVIES & MARCH, Ltd.

**1936** Hotchkiss 4-door special saloon, one owner, colour red, fawn upholstery, in extremely nice condition.

**41/42** Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2563. [4260

ROSE & YOUNG, Ltd., offers 1937 Hotchkiss (Cabourg) 3-litre 4-door saloon, immaculate condition, speedometer reading 31,000, believed genuine; £495. —65-69, Sternhold Av., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1375

### Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

### Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

### H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

**1947** (June) H.R.G. 1100 2-seater sports, 21,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

### H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

### HUDSON

JOE THOMPSON (MOTORS), Ltd., offers:—

**1947** Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage; £1,575.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

**1936** Hudson 22hp 4-door saloon, very attractive car, ideal for hire work or farmer, black coachwork, brown hide upholstery, good chassis and bodywork; bargain, £225.

RHINDS (MOTORS), Ltd., 120, Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514. [5742

**£275**.—1937 Hudson 30hp drop head coupe, Motorola, taxed, good tyres, faultless runner, impressive appearance, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6031

### Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

### HUMBER

BROOKLANDS

**1947** Humber Super Snipe saloon, maroon, leather and cloth upholstery, fitted loose covers, speedometer reading 9,000 miles.

**103** New Bond St., London, W.1. Tel. Mayfair 8351-6. [5664

NEWNHAMS, Ltd.

**1948** Humber Hawk saloon, black with fawn, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7613

CAR MART, Ltd.

SEE advertisement on page 42. [5930

CARR BROS. offer:—

**1939** Humber limousine, good mechanical condition throughout, 7-str, face-forward occasionals division, bodyworkk good, black cellulose, immaculate, interior brown, grey carpets, excellent vehicle for hire operators or large family, offered at very cheap price; £450.

CARR BROS. GARAGES, Ltd. Purlev. Upl. 4811-2-3. [5678

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### HUMBER

TOM GARNER, Ltd., offer:—

**1949** Humber Hawk Mark III saloon, pastel green with brown leather, H.M.V. radio, 18,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5494

DICKS CAR SALES offer:—

**1946** (Sept.) Humber 18hp Snipe saloon, special export model, choice of three; £795.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [9592

MARBLE ARCH (WATFORD).

**1947** Humber Hawk; £925.

**1948** Humber Hawk, grey, immaculate; £1,100.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [6146

GLANFIELD LAWRENCE offer:—

**£895**.—1946 Humber Super Snipe, black with brown leather upholstery.—407, High Rd., N.12. Finchley 0091. [3372

KEVILL-DAVIES & MARCH, Ltd.

**1939** Humber Snipe, black, brown upholstery, first-class mechanical condition, recently repainted and retyred.

**41/42** Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2563. [4259

WARWICK WRIGHT, Ltd., offer:—

**1949** Humber Super Snipe 27hp saloon, almond green, buff leather, heater, 6,000 miles; £1,625.

**1949** Humber Super Snipe 27hp saloon, black, brown leather, 8,000 miles; £1,625.

**1948** Humber Super Snipe 27hp saloon, black brown leather and cloth, 11,000 miles; £1,225.

**1948** Humper Hawk 14hp saloon, steel grey, grey cloth, 11,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5671

MANN EGERTON & Co., Ltd., offer:—

**1949** Humber Super Snipe saloon, black with brown hide upholstery, sun roof, H.M.V. radio, heater, etc., 7,000 miles.

14, Berkeley Street, London, W.1. Regent 2073. [5752

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1948** Humber Hawk, 9,000 miles; also 1947, 23,000 miles.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6104

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, grey, 8,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, green, 9,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, grey, 17,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6182

**£350**.—1938 16hp Humber saloon.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2.

**1949** Humber Super Snipe, black, brown leather, 12,000 miles, heater, immaculate; £1,450.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [6163

**1946** Humber Super Snipe, black, brown leather interior, excellent condition throughout; £725.

WALTON-ON-THAMES MOTOR COMPANY, Ltd., Walton 200. [5749

**1949** (August) Humber Hawk saloon, mist green, leather upholstery, total mileage 8,000; price £1,375.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Tel. Hounslow 0011. [4802

IMPERIAL HUMBER 27hp saloon, most superb condition, black, beige leather, 1939 series, 200 miles since overhaul; £495.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [5472

H. A. SAUNDERS, Ltd.—1937 Humber 21 saloon; £350.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [5943

**1949** Humber Hawk saloon, black/fawn leather, low mileage, original condition throughout; £1,395.—Odeon Motors, Ltd., Barnet 4100. [2942

**1939** Humber Super Snipe sports saloon, grey, excellent condition, low mileage, one owner.—Watford Motor Co., Ltd., Watford 3875. [6028

**1949** Humber Super Snipe grey saloon, perfect condition, 27,000 miles, radio, heater; £1,275.—Cavendish, 117, Dunstall Rd., Wolverhampton 23881.

GATEHOUSE offer 1936 (April) Humber 27hp saloon, 17,000 miles, immaculate condition, stored 10 years; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5349

**1949** Humber Super Snipe, one owner, 13,000 miles, as new, leather upholstery, radio and heater; £1,450 no near offer.—Ravenscroft Service Station. Tel. Hounslow 2156. [6044

**1938** Humber 18hp limousine, glass winding partition, full 6-seater saloon, immaculate; £350; terms, exchanges.—Tel. Amherst 2000. Turner, 99/117, Clarence Rd., London, E.5. [4511

HUMBER Hawk (September, 1946), one owner, colour metallic grey and grey interior; £675.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7835, 3468. [6087

HUMBER Imperial 7-seater saloon by Thrupp & Maberly, 4,000 miles only, one owner, first registered 22.12.49, to be sold by consent of B.M.T.A., a virtually new car at a reasonable price.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [4800

**1949** (June) Humber Super Snipe, black with brown leather upholstery, H.M.V. radio, 10,000 miles, immaculate; £1,495; 2 owners.—38, Grimshaw Lane, Bollington, nr. Macclesfield. [5515

**£495**.—1944 Humber Super Snipe, 27hp, £10 tax, black with brown leather, a really smart car in showroom condition, low deposit, h.p. terms.—Falcon Motors, 949, London Rd., Thornton Heath 5252. [5420

### HUMBER

**£777**.—This is one of the cheapest and best offered 1946 model Humber Super Snipe, bodywork showroom condition, mechanically excellent; 3 months' guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6095

**1949** (July) Humber Super Snipe saloon, almond green, with brown leather upholstery, 9,000 miles, immaculate; written guarantee; £1,495.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6. [4748

**1949** (April) Humber Super Snipe de luxe streamlined saloon, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [5302

**850** gns.—1947 Humber Super Snipe 4-door de luxe sun saloon, black, brown hide upholstery, new carpets, £10 tax, overhauled and in absolutely immaculate condition throughout; deposit £298, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [9939

**1949**-1950 Humber Super Snipe, modified to 1950 standards, first registered September, 1949, 17,000 miles, heater, radio absolutely immaculate, indistinguishable from new, one owner, best offer over £1,500.—Bayliss, 27, Metchley Park Road, Edgbaston, Birmingham. Tel. Edg. 2640. [5419

**525** gns.—Humber Super Snipe 1940, reg. Feb., 1942, 27hp de luxe 4-door saloon, dark blue, sliding head, blue leather, Philco radio, heater, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6070

#### Humber Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, require modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Humber.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5859

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1289 (day). [9709

WANTED privately, Hawk or Snipe, under 15,000 miles.—Write Angior, 24, Lyndhurst Rd., London N.W.3. [9545

CASH buyers of low mileage Humber Hawks; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5774

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

#### Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [8268

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey.

### INVICTA

A.F.N., Ltd., offer a number of new Black Prince Invicta chassis, some complete less engine and transmission, attractive proposition for enthusiast who can fit his own engine, no purchase tax chargeable on incomplete chassis.

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [5656

### JAGUAR

BROWN'S for Jaguars.

**1939** Jaguar 1½-litre saloon de luxe, immaculate condition; £575.

**1939** Jaguar 1½-litre drophead foursome coupe, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5610

WIMBUSH for Jaguar.

**1949** Jaguar Mark V saloon, 3½-litre, gunmetal with blue leather upholstery, 7,000 miles, H.M.V. radio, immaculate condition; £1,850.

**1949** Jaguar Mark V saloon, 3½-litre, grey with blue upholstery, 12,000 miles; £1,795.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5065

DICKS CAR SALES offer:—

**1939** Jaguar 1½-litre saloon, recent overhaul; £525.

**1937** Jaguar S.S.100 sports 2-seater, immaculate condition, special body; £475.

**1949** Jaguar Mark V saloon, one owner, positively as new; £1,700.

**1939** Jaguar 1½-litre drop head foursome coupe, condition above average; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4393

### JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

TOM GARNER, Ltd., offer:—

**1949** Jaguar 3½-litre Mark V saloon, grey with grey leather, 16,000 miles.

**1949** Jaguar 1½-litre special equipment saloon, suede green with green leather, radio, discs, etc., 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5491

ACLAND & TABOR, Ltd., offer:—

**1938** 3½ Jaguar saloon; this car is in 1948 condition, just overhauled regardless of cost, recellulosed and fitted with Mark V gear box, finished in black with pigskin upholstery, engine overhaul by Laystall; a genuine bargain at £495.

APPLY: Welwyn 481. [5994

WARWICK WRIGHT, Ltd., offer:—

**1948** Jaguar 3½-litre saloon, gunmetal grey, grey leather, 15,000 miles; £1,495.

**1949** Jaguar 3½-litre Mark V saloon, black, brown leather, 6,000 miles; £1,895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5672

MEBES & MEBES, Ltd. (Est. 1893), offer:—

**1938** (March) 2½-litre Jaguar de luxe sports saloon, grey, blue hide upholstery, radio, pass lights, other extras, coachwork, mechanical condition and tyres excellent, taxed; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill Hill 2040. [5540

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1949** Jaguar Mark V, 9,000 miles, H.M.V. radio, immaculate; £1,875.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [2364

**1946** Jaguar 3½-litre saloon de luxe; £825.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5992

GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 2½-litre saloon, fawn, 9,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Jaguar 1½-litre S.E. saloon, black, H.M.V. radio, excellent order.—373, Euston Rd., N.W.1. Euston 6611. [6183

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3319.

**£335**.—1½ Jaguar 1937 black saloon, completely overhauled, fitted radio.—Dowland 3171. [5813

**1949** Jaguar Mk. V saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5564

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

**1947** 1½ S.E. Jaguar, black, beige leather, 1,800 miles, new tyres; £895.—Wilson, 21, High Oaks Rd., Welwyn Garden City. Tel. 409. [5849

**1937** (Aug.) 1½-litre Jaguar saloon, really beautiful condition throughout; £355.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6015

**1947** model Jaguar 3½ (November, '46) saloon, metallic grey with red leather, fitted heater and wheel discs, small mileage, magnificent condition; £825.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2924

**9100** miles.—1949 (June) Jaguar Mark V 3½-litre saloon, black, brown leather, radio.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5067

**1948** Jaguar 1½-litre s.e. saloon, black-brown leather, 16,500 miles, one owner, exceptionally good condition.—Beardmore, 26, Queensway, W.2. Bay 0136. [9341

**1946** 1½-litre Jaguar special equipment saloon, in immaculate condition, £825 (choice of two).—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 3766. [5919

**1949** Jaguar Mk. V 3½ saloon, finished in gunmetal, almost as brand new, total mileage guaranteed 2,860; unrepeatable.—Appleton & Arundale, Ltd., Northway, Scarborough. Tel. 533. [4708

**1947** Jaguar 1½-litre special equipment saloon, black, condition as new throughout, £975; also one other in excellent condition.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6122

**1939** 3½-litre Jaguar coupe, black, in immaculate condition, new hood, carpets, battery, accessories, stored during war, looks like 1947, red leather interior; £465 or good offer.—Hart, Kingsdown House, Stratton, near Swindon. [5403

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION. (Gulliver 4141.)

MANCHESTER.—1-5, Peter St. (Blackfriars 7483.)

HENLY'S, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. Tel. Palmers Green 1205/7173. [4875

CAFFYNS, Ltd., are good buyers of post-war Jaguar cars.—King St., East Grinstead. Tel. 717. [9855

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

WANTED, 1947-48 Jaguar 1½-litre saloon, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [5740

CASH buyers of low mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5776

PRE-WAR Jaguar cars urgently wanted for cash.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [6143

WANTED privately, 2½ Jaguar saloon or coupe, under 15,000 miles.—Write Angior, 24, Lyndhurst Rd., London, N.W.3. [9546

ROSE & YOUNG, Ltd., will purchase for cash all types of Jaguar.—65-69, Sternhold Ave., S.W.2. Tulse Hill 6464. [2552

J. R. INWARDS Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

### Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance. Service station: Green Lanes, N.13. Palmers Green 1205/7173. [4874

JAGUAR sales and service.—Gavin Fairfax, Virginia Waters. Wentworth 3154. [5890

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [5530

### JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists; all spares in stock; prompt despatch; rebuilt Jeeps; detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718) [0820

METAMET, only firm offering 12 attractive Jeep conversions for business and pleasure, 6 months' guarantee, over 20mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0535

AUTOWORK (WINCHESTER), Ltd., the principal Jeep specialists, big selection of Jeeps, all grades and special Jeep long chassis utilities, immediate delivery; prices from £200; trailers, spares and exchange units.—Tel. Winchester 4834/3406. [5571

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

225 cns.—Jeep (Willys), registered January, 1947, black, cream wheels, hood, spare wheel, very good condition, genuine Jeep trailer available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6084

### Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

### Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8251.—100d, Belsize Lane, N.W.3. [0539

### Jeep Spares and Service

AUTOWORK (WINCHESTER), Ltd., the principal Jeep stockists, all spares and exchange units; Jeeps and trailers, keen prices.—Tel. Winchester 4834/3406. [5574

### JOWETT

HMBENTLEY & PARTNERS.

JAVELIN main agents.

1948 (November) Javelin de luxe saloon, black with red leather, excellent condition; £845. —Sackville House, 40, Piccadilly, W.1. Sloane 3094.

TOM GARNER, Ltd., offer:—

1950 series Jowett Javelin 1½-litre saloon, silver grey with fawn upholstery, heater, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5495

HAROLD RADFORD & Co., Ltd.

1949 Jowett Javelin de luxe saloon, sand, beige leather upholstery, one owner, 8,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5591

CHARLES FOLLETT, Ltd., offer:—

1949 Jowett Javelin saloon, beige, maroon leather, 1 owner, 20,000 miles, chauffeur maintained and guaranteed, really excellent condition throughout; £985.

18, Berkeley Street, W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Avenue, W.6. Riv. 1413. [5712

TRISTRAMS, Ltd., main dealers for Jowett Javelins.

1949 1½-litre saloon, fawn with beige leather, like new in every respect, mileage 10,115, one owner, perfectly maintained, guaranteed genuine; £995. —Tristrams, Ltd., Chester. Tel. 25262.

TRISTRAMS, Ltd., Chester, offer only genuine small mileage and fully guaranteed Javelin cars. [4807

JOWETT 8 de luxe saloon, 1938 model, one owner, small mileage; £325.—Buntings Motor Exchange, Harrow 1908. [6084

1949 Javelin saloon, turquoise blue/beige leather, one owner, 8,000 miles, heater as new, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5695

1949 (April) Javelin turquoise blue saloon, one owner, agent serviced, just 10,000, heater, perfect; £975.—Box 7484. [5397

GORDON CARS (LONDON), 1948 Jowett Javelin saloon, fawn, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6172

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1583. [0575

1949 Jowett Javelin de luxe, Radiomobile, 1950 engine, etc., black with brown upholstery, 18,000 miles.—Particulars from Box 7530 or London, Lee 3782. [5449

1949 Jowett Javelin, overhauled, low mileage, immaculate condition; £995.—Clarke's of Pirbright, Automobile Engineers, Jowett Distributors, Tel. Brookwood 2201/2. [4010

JOWETT Javelin saloon, late 1948, 20,000 miles, first-class condition, exceptional performance, wireless, etc., carefully maintained by agents; price £925.—Box 7584 or Tel. Guildford 2811. [6132

1950 model Jowett Javelin de luxe saloon, black/brown leather, 11,000 miles, fitted heater, one owner.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [4743

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485 Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

£395.—Will buy a large 5-seater car with excellent performance, over 60mph, will do easily 40mpg. June, 1939, Jowett 8hp, in really magnificent and unusual condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6095

1949 (July) Javelin, black, red leather, de luxe model fitted Scintilla Vertex, new oversize tyres, Lucas spotlamp, heater, taxed, 15,000 only, indistinguishable from new; £975.—V. W. Derrington, 159, London Rd., Kingston. Tel. 5621/2. [6051

£895.—Jowett Javelin saloon 1949, black with de luxe leather upholstery, excellent condition throughout, nominal mileage, fitted heater, outstanding opportunity to purchase one of these most desirable models at £50 less than original price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. See our full page advert. in this issue. [5997

### Jowett Cars Wanted

HMBENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

### Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

### Jowett Spares and Service

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [0759

### LAGONDA

BROOKLANDS.

LAGONDA distributors for London.

HAVE for show, demonstration and early delivery the new 2.6-litre saloons and coupes; details and catalogues available on request.

1939 series Lagonda V.12 sports saloon, maroon, beige leather, serviced by manufacturers.

103, New Bond St., London, W.1. Tel. Mayfair 8351/6. [5665

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). [0264

1934 Lagonda 4½-litre 2-door sports saloon, exceptionally nice condition; £300.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. [5612

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years Service Manager to Lagonda, Ltd.), offer a superlative L.G.6 saloon; this among a wide range of used Lagondas.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. [0287

1937 4½-litre Lagonda saloon, chassis No. 12024, engine No. 12024, completely overhauled and repainted by Lagonda at cost of £300, and not licensed since December, 1946, inspection and trial by arrangement with

THE CHESTER ENGINEERING Co., Ltd., Chester. Tel. 23477. [5505

LAGONDA 3½-litre sportsman's convertible coupe, 1935, very handsome car in good condition, new hood, taxed and insured; £400; only reason for selling delivery of new car.—Mrs. Edwards, Rawlins Farm, Ramsdell, near Basingstoke. [5804

TANKARD & SMITH, Ltd., offer 1934 Lagonda 4½-litre fitted with most attractive and up-to-date drophead foursome coupe by Freestone & Webb, Ltd., whole car in much above average condition, very fast; £375; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601. [5584

V.12 Lagonda, one of the two actual works cars built regardless of cost for Le Mans, lapped Brooklands at nearly 140 m.p.h., full weather equipment, absolutely ideal car for Silverstone Club races, etc., expensive rebuild just completed, Brighton speed trial time 32 secs. —Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3482

£395.—Most desirable Lagonda Rapier, 4-seater sports roadster, 1935, a particularly handsome car and one which has obviously been carefully driven and scrupulously maintained; excellent black coachwork with chromed accessories, almost like new, green leather upholstery in similar condition, new hood, complete set of screens in first-class order; equipped with 6in instruments, 100mph speedo, rev. counter, special gauges, knock-on wheels, quick fillers, twin windtone horns, fold-flat screen, special swivelling superpowerful spotlamp mounted driver's side of screen; mechanical condition and performance just as outstanding as the appearance, 5 almost brand new tyres, first deposit secures this scarce and highly sought after model.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 400 cars actually in stock; write for post free catalogue; hire purchase, part exchanges; free delivery; see our full page advert. in this issue. [5972

### Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted. —Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

### Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advert. on page 33. [0217

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2391. [0908

### LANCHESTER

LONDON CARS, offer:—

1939 Lanchester 11hp saloon, black, immaculate; £435.

1938 Lanchester 14hp Roadrider saloon de luxe model, late type; £475.

LONDON CARS, Lanchester specialists, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [5879

BROWN'S for Lanchesters.

1939 Lanchester 11hp saloon de luxe, immaculate condition; £475.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5609

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

LANCHESTER 18, £300 overhaul last year, not taxed since December, 1949, reconditioned engine and gear box, recellulosed in black, new tyres and headlining, a specimen car in immaculate condition; £225.—Ambassador 1061. Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) [5060

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Lanchester Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester L saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 604..

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2266.

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5775

### Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd. Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

SPECIALISED Lanchester gear box service, all types, quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0146

### LANCIA

KEVILL-DAVIES & MARCH, Ltd.

**1939** Lancia Aprilia, colour auto grey, blue upholstery, coachwork and mechanical condition extremely good.

**41**—42, Hay's Mews, Berkeley Square, W.1. Tel. Grosvenor 2565. [4257

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [1040

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia, only first-class examples are offered.

PRESENT stock includes one unused post-war 2nd series 1,486cc model.

FULL details on request.

EXCHANGES, deferred terms.

**173**, Westbourne Grove, W.11. Bay. 4274. [5717

APRILIA, November, 1938, sound throughout; selling because new car received; £400.—Box 7515. [5409

LANCIA Augusta '35 saloon, mechanically sound, recent repaint; £285.—Write 213, Harrow Rd., Wembley. [5677

LANCIA Lambda 7th series tourer, real performance after complete £350 overhaul, electrics as new, increased c/r, no spares problem, photos; £255.—Carpenter, Olde Times Grille, Christchurch, Hants. [5805

### Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Lancias.

EXCEPTIONAL prices offered for low-mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [5720

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0345

CASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5862

KEVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

### Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal. In first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to: Lancia Works, Alperton, Wembley (Perivale 5656). [0320

### LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

**1948** Lea-Francis 14hp 4-door saloon, black, 13,000 miles, one owner, radio, maintained by our own service station; £1,025.

**1949** Lea-Francis 14hp 6-light streamlined saloon, f.f.s., maroon, beige leather, 1 owner, 10,000 miles, superb condition throughout; £1,395.

**18**, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [5700

### Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

**12**, Wellesley Ave., W.6. Riv. 1413. [8983

### Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts

SERVICE: 12 Wellesley Ave. W 6 Riv. 1413. [8370

### Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., urgently require all models Lincoln.—Wembley 3903 [7019

### LINCOLN-ZEPHYR

**295** gns.—Lincoln-Zephyr 1937 model 37hp V.12 4-door saloon, black, grey cloth, sliding division, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6071

### LLOYD

WALTER SCOTT, Ltd.—1949 Lloyd sports roadster, red, low mileage, excellent condition; £365.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5696

**1949** (Oct.) Lloyd 4-seater, genuine mileage just over 6,000, absolutely as new throughout; £415; terms could be arranged.—K. J. Beeston, Burley Farm, Allestree, Derby. Tel. Derby 57611. [5524

### MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

**1938** type 540K 4-5-seater cabriolet, engine recently overhauled by advertiser; £1,175.—Victoria 8715. [5110

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.

**36-220** s/c narrow sports 2-seater, red, P.100 lamps, terrific performance, bargain.

ROADSTER, s/c, 500K, 1937, March, maroon with beige leather, most attractive car in showroom condition.

COUPE, 2-3-seater fixed head, ex-Caracciola s/c, 500K, first reg. 1945, maroon, one of the prettiest cars in the country.

COUPE, 2-3-seater, s/c, 540K, 1939 model, finished in ivory with beige leather works overhauled at cost of some £800, showroom condition throughout.

CHOICE of others; we are also keen buyers of Mercedes.—Flaxman 0052 and 7253 [3965

### Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service Victoria 3144. [8530

### MERCURY

SIMPSONS MOTORS offer:—

**1948** first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers.

**1949** genuine Mercury 4-door sedan, radio, heaters, seat covers, defrosters, genuine low mileage, magnificent appearance.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [3966

### M.G.

WOODBAIN CARS offer:—

**£205**.—M.G. 8hp J2 open sports 2-seater, black and green, superb cellulose, good hood and screens.

**£198**.—M.G. 8hp J2 open sports 2-seater, maroon, really nice little car in excellent order throughout.

**£115**.—M.G. 8hp special sports 2-seater, red and chromium, new hood, foldflat windscreen, remote control, upswept scuttles, etc.; goes like a little bomb.

TERMS, exchanges.—Woodbain Cars, the M.G. specialists, 6 and 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [5703

MARBLE ARCH (WATFORD).

**1939** 2-litre M.G. tourer; £425.

**1938** M.G. T.A. tourer; £425.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [6144

CHARLES FOLLETT, Ltd., offer:—

**1948** M.G. T.C. 2-seater, red, beige leather, 17,000 miles, one owner; checked over, condition above average; £675.

**18**, Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5708

WARWICK WRIGHT, Ltd., offer:—

**1947** M.G. 1¼-litre T.C. sports 2-seater, black, red leather, 19,000 miles; £650.

**1949** M.G. 1¼-litre sports saloon, black, beige leather, 8,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5077

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1938** series M.G. 1½-litre Tickford drop head foursome, 31,000 miles; impeccable condition, original and immaculate interior, confirm the extraordinary care lavished on this car by previous owner; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6106

**1948** M.G. 2-seater, cream, green upholstery, 17,000 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [9165

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

PERFORMANCE Cars, the sports car specialists, offer their usual selection of M.G. cars; see under Sports Cars. [5900

**1937** M.G. T.A., new wheels and screens, good condition; £310.—Richmond 6286 after 7 p.m. [6223

T.C. M.G., 1946, first class condition throughout; nearest £545 offer.—Austin, 5, Thornfield Ave., Chesterfield. [5395

M.G. L type 2-4-seater, overhauled February at cost of over £200, bill shown; first offer of £235.—Tel. Derwent 5296. [5399

**1949** (Oct.) M.G. 2-seater, 8,000 miles, as new, luggage carrier.—Beardmore, 26, Queensway, W.2. Bay. 0136. [9840

**1949** M.G. T.C., as new; £750.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5760

**£550**.—1946 M.G. Midget, new hood, one owner, excellent condition.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4822

**1949** (Nov.) M.G. 1¼ saloon, 8,000 miles; radio.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5784

**1946** M.G. Midget, low mileage, many extras; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [1654

**1949** M.G. 4-door saloon, will exchange for a larger 1949 sports saloon, cash adjustment.—Letters to Drury Hotel, Layer Rd., Colchester. [5811

### M.G.

**1947** M.G. 1¼-litre saloon, grey and green, real hide upholstery, one owner, as new; £875.—Markenfield Garages, Ltd., Guildford. Tel. 4603. [5457

M.G. 2-litre (1936), exceptional condition, cream and black, new upholstery and sunshine roof; £325 cash; (new car arrived).—Nelson, 45, Mutley Plain, Plymouth. [5417

CASS'S MOTOR MART.—1938 (August) M.G. 2-litre saloon, engine recently reconditioned, genuine mileage 40,000, written guarantee.—5, Warren St., W.1. Euston 4110 [4204

**1949** M.G. T.C. 2-seater, green, beige leather, 4,000 miles, spare unused, one owner; choice of two.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [5789

WALTER SCOTT, Ltd.—1938 model M.G. T type 2-seater, black, exceptional condition; £385.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5696

**365** gns.—M.G. Midget, 1937 model, 10hp T 2-seater, black, red leather, radio, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

**225** gns.—M.G. Magna, 1934 model, 12hp L type sports 2-seater, black, red leather, good tyres, unworn spare, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6078

**£525**.—1946 M.G. T.C. sports 2-seater, in immaculate, above-average condition, several extras, recommended.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6039

**1947** M.G. T.C. 2-seater, black, red upholstery, excellent condition, Fram, Mellotones, luggage carrier; £550.—Taylor, 10, Marlborough Rd., Richmond, Surrey, or ring Popesgrove 5404. [4918

**1949** (March) M.G. 1¼ saloon, grey and green, green leather, 10,000 miles, perfect; £955.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5735

**1939** 2½ M.G. sports saloon in black with silver wheels, beige leather upholstery, all new tyres, beautiful car, £595; hire purchase and exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon, Surrey. Tel. Croydon 5470. [5353

TANKARD & SMITH, Ltd., offer 1934 M.G. P.B. sports 2-seater in blue with leather to match, very attractive little car in outstanding mechanical condition, very good oil pressure at all speeds; £275; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5581

NAYLOR & ROOT, Ltd., 1948 M.G. T.C. sports 2-seater, red and chrome, 11,000 miles, excellent performance, very attractive appearance; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272; open 9-6 each week-day, including Saturday. [5956

### M.G. Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.Gs wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5864

ROSE & YOUNG, Ltd., will purchase for cash all types of M.G.—65-69, Sternhold Av., S.W.2. Tulse Hill 6464. [2551

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6138

URGENTLY required, low mileage 1948-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6396

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

### M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141 [0500

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [5029

M.G. engine, axle, gearbox, reconditioning, recon. exchange blocks, cranks, rockers v/drive, dynos, etc.; new rocker shafts bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage Queens Rd., Wimbledon. (Station). S.W.19. Liberty 3083. [0433

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos starters, crankshafts with rods gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout Hanworth, Middlesex. Tel. Molesey 4401. [0349

### MORGAN

**1947** Morgan 4-4 drop head coupe, 1 owner and 11,000 miles only, easily erected hood with glass side windows, 2 spare wheels; £650.

FRANCIS E. COX (KEIGHLEY), Ltd., Bradford Rd., Keighley. Tel. 2281-2. [5669

### Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube) Ham 6041 [0949

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Morgan Cars Wanted

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St. W.1. Langham 0012. [5860

RAYMOND WAY, the hire purchase specialists, are still buying Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

### Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0507. [0728

### MORRIS MINOR

NEWNHAMS, Ltd.

1949 Morris Minor tourer, green negligible mileage; £695.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4768

SAUL & SLATTER, Ltd., offer:—

1949 Morris Minor tourer, black, as new throughout, low mileage; £695.—44-46, Aldermans Hill, N.13. Pal. Grn. 1205-7173. [4876

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, black, beige, 2,000 miles only.

1949 Morris Minor saloon, maroon, beige, 970 miles only.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772. [5552

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Minor tourer, grey with beige upholstery, 5,000 miles; £750.

1949 Morris Minor saloon, maroon with beige upholstery, 3,000 miles; £765.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5974

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Morris Minor, 1,500 miles only, red/beige upholstery; £785; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6149

JARVIS & SONS, Ltd., offer a large selection of high quality Morris cars. See page 39. [6153

GORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, green, 3,000 miles.—Below.

GORDON CARS (LONDON) Ltd.—1949 Morris Minor tourer, grey, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6173

2000 miles only!—1949 (Oct.) Morris Minor tourer, throughout as new; £695.

A. Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5913

MORRIS MINOR, 1949, factory mileage.—Mac, 12, Brambledown Rd., Wallington, Surrey 6397. [4459

1949 Morris Minor tourer, 3,000 miles, as new.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5567

1949 (Nov.) Morris Minor tourer, 1 owner only; £685; demonstration without obligation and a written guarantee.

TANKARD & SMITH, Ltd., 226, High Rd., S. Tottenham. Sta. 3291. [5431

H. A. SAUNDERS, Ltd., 1949 Morris Minor tourer, 2,000 miles; £750.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5952

1949 Morris Minor saloon, black, 7,000 miles, as new, taxed; £715.—Dalston Motors, 517, Kingsland Rd., London, E.8. Clissold 4943. [1763

1949 Morris Minor, maroon, beige leather, 3,000 miles only, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [5794

1949 (Oct.) Morris Minor saloon, guaranteed mileage 739 only, as brand new; £750; no offers.—Walden, 346, King St., Hammersmith. Riverside 2837/8. [6040

1949 (Aug.) Morris Minor, tourer grey, beige leather, 9,000 miles; £695.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. [5734

1950 Series Morris Minor, delivered after 1949 Motor Show, 2,700 miles, car literally as new, one of the cheapest and best offered; £735; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6092

1949 Morris Minor saloon, black, beige leather upholstery, 6,000 miles, authenticated; £750.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [3881

1949 (October) Morris Minor tourer, grey and and chromium, fawn leather, one owner, low mileage, absolutely immaculate; written guarantee; £695; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5872

1949 (Nov.) Morris Minor tourer, finished in maroon, beige leather upholstery, 6,700 miles, one private owner, spare unused, absolutely unmarked; £765.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6141

TANKARD & SMITH, Ltd., offer 1949 Morris Minor saloon in black with beige leather, one careful private owner, genuine 10,000 miles since new, showroom condition; £765; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5576

### Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—31, Kirkstall Rd., S.W.2. Tulse Hill 1268 (day). [3716

1949 Minor saloon or tourer wanted, under 5,000 miles; about £650.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Write or 'phone 75532. [4587

### MORRIS EIGHT

J. CORYTON, Ltd.

1947 (May) Morris 8hp 2-door sun saloon, black, exceptionally clean and mechanically guaranteed; £595.

139—149, Fulham Rd., S.W.3. Ken. 1410. [3928

### MORRIS EIGHT

G. P. (BALHAM), Ltd., offer:—

225 gns.—1937 Morris 8 saloon, excellent coachwork, good mechanical order, any trial, choice of two.—2c, Balham Hill, S.W.12 (100yds. Clapham South Tube). Batt. 1107-8-9. [4784

GLANFIELD LAWRENCE offer:—

£525—1948 Morris 8 saloon, black.—407, High Rd., N.12. Finchley 0091. [3373

WADDINGTON MOTORS, Ltd., offer:—

1947 Morris 8 saloon, as new; £555.—Fortune Green Rd., N.W.6. Ham. 2211. [4764

1948 Morris 8, fitted radio, nominal mileage; £650.

1938 Morris 8 4-door saloon, excellent condition throughout; £525.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. [6000

1938 (Nov.) Morris 8 2-door saloon; £295.—Canonbury 6666. [6003

1936 Morris 8 4-seater tourer, very reasonable chassis, coachwork good, taxed; £150.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4. [3553

1939 Morris 8 tourer, recent engine overhaul, new tyres, new hood, cellulosed black; £325.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [5070

1940 Morris 8hp 4-door sun saloon, black-brown upholstery; excellent condition, guaranteed; £398.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5689

1946 (December) Morris 8 4-door s.h. saloon, 1 owner, clean; £525.—Cranmore, Tel. 2040 Potters Bar. [3932

WALTER SCOTT, Ltd.—1947 Morris 8 sun saloon, black, brown leather, excellent condition, one owner; £545.

1937 Morris 8 de luxe saloon, blue, excellent condition; £225.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5697

239 gns.—1938 Morris 8 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6100

1947 Morris 8 2-door saloon, black, 24,000 miles, just fitted reconditioned engine, very good condition; £525.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [4341

1939 Morris 8 saloon de luxe, black with brown interior, original condition throughout, one careful owner; £375.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [6099

1947 (July) Morris 8hp saloon de luxe, new condition; £575 or near.—Roots, 20, Hampton Place, Brighton. Tel. 23455. [5831

1947 Morris 8hp 2-door fixed head saloon; £500.—John W. Whalley, London Rd., Bishop's Stortford (est. 1922). Tel. 161 and 182. [1542

1948 Morris 8 de luxe saloon, 16,000 miles, beige and black, brown upholstery, one careful owner since new, spotless condition; £595.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [6161

1938 Morris 8 2-door saloon, in good condition; £265.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [5588

1938 Morris 8 tourer, new engine, tyres and hood, a specimen car; £285.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [6155

1939 (September) Morris 8 2-door de luxe saloon, black/brown leather; £370.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4256

1939 Morris 8 saloon, 4-door, black and blue leather, nearly new tyres, very clean; £365 or offer; and another.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4704

1938 Morris 8 2-door saloon, black with red leather upholstery, in excellent condition throughout; £285.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5685

1936 Morris 8 2-door saloon, black with blue leather upholstery, in very good condition throughout; £195.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5683

495 gns.—Morris 8 (Nov., 1945) de luxe saloon, black, sliding head, brown leather, good tyres, one careful owner, 9,500 miles, very exceptional condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Morris 8 1936 de luxe saloon, black, sliding head, blue leather, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris Minor 1934 8hp 2-seater, cream and red, leather upholstery, good condition, taxed; terms, exchanges; lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6063

### Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [9719

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

### MORRIS TEN

MARBLE ARCH (WATFORD).

1937 Morris 10hp saloon, reconditioned; £325.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [5885

1947 Morris 10hp saloon, one owner, nice condition throughout; £595.

COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [6025

JARVIS & SONS, Ltd., offer a large selection of high quality Morris cars. See page 39. [6154

1939 Morris 10 de luxe saloon, guaranteed; £350; payments.—Oldfields, 4, Russell Gdns. Mews, Kensington. Park 7780. [6111

### MORRIS TEN

H. A. SAUNDERS, Ltd., 1939 Morris 10 saloon; £425.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5946

1939 Morris 10 de luxe saloon, excellent, guaranteed; £360; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6081

1946 Morris 10 saloon, black coachwork, brown hide upholstery, de-mister, in very nice order; only £575, or hire purchase terms.

RHIND'S (MOTORS), Ltd., 120, Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514.

1937 Morris 10, blue, sand blue leather, 3 new tyres, new clutch, £275, or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4703

1934 Morris 10-6 saloon, black with green leather upholstery, in very clean condition; £185.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [2936

CEDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before being offered for sale with a 3 months' written guarantee and 2 free after-sales services.

1947 Morris 10, black/brown, loose covers; this car was supplied by us and we have serviced and maintained the car from new for the one owner, authenticated mileage 17,000; offered at the very reasonable figure of £675.

CEDARS GARAGE, Lee Terrace, Lewisham. Lee Green 2920. [6026

495 gns.—Morris 10 (Oct., 1945) de luxe 4-door saloon, black, sliding head, brown leather, reconditioned engine, new tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6061

TANKARD & SMITH, Ltd., offer 1948 Morris 10 saloons, choice of two, both in black with brown leather, moderate mileage only, sunshine roofs, immaculate condition; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5583

£455—The unusual Morris series M with immaculate and original bodywork, the back seats hardly look as though they have been sat upon; this car could easily pass for 1947, except that it is a 1949, in really original and superlative condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6088

### Morris Ten Cars Wanted

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9718

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

### MORRIS TWELVE

1938 Morris 12-4 saloon, black with red hide upholstery, 4-door body, large rear boot, very well kept; £325 or hire purchase terms.

RHIND'S (MOTORS), Ltd., 120, Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514. [5743

£415—1939 Morris 12hp de luxe saloon, bodywork immaculate, interior excellent, whole vehicle genuine and excellent value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6089

BRUTONS, Ltd., offer:—Morris 12 Series II saloon, blue, reconditioned throughout, nearly new tyres, latest type shock absorbers, taxed; £285.—14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6085

### Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

### MORRIS FOURTEEN

1939 Morris 14 saloon, black, condition as new throughout, bargain; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4450

325 gns.—Morris 14 1939 de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6066

### MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige upholstery, 6,000 miles; £985.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5981

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Morris Oxford saloon, complete with heater and wireless, excellent condition; £975.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [5042

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (November) Morris Oxford, 11,000 miles; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6107

1949 Morris Oxford saloon, green, green leather; £915.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5990

1949 Morris Oxford saloon, 15,000 miles, maroon, radio; £945.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5732

MORRIS OXFORD, 1949, factory mileage.—Mac, 12, Brambledown Rd., Wallington, Surrey, 6397.

1949 (Sept.) Morris Oxford saloon, black, as new; £930.—Grove Motors, North Rd., Southall 3477. [2909

1949 Morris Oxford saloon, green, 2,000 miles; £995.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1647

1949 Morris Oxford saloon, nominal mileage; £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8278

1949 (November) Morris Oxford saloon, guaranteed mileage 123 only, immaculate; £1,095.—Garrett, Chandlersford, Hants. Tel. 2504 [5848

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### MORRIS OXFORD

**1949** Morris Oxford saloon, black, beige upholstery, 7,000 miles, as new; £930.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5736

**1949** (July) Morris Oxford saloon, green, mileage 9,000; £945; also 1949 (November), black, 3,000 miles fitted covers, heater; £1,025.—Cranmore, Tel. 2040 Potters Bar. [5930

TANKARD & SMITH, Ltd., offer 1949 Morris Oxford saloon in black with beige leather, genuine 12,000 miles only, radio, condition as new; £995; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5578

### Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently —50. Ryecroft Rd., S.W.16. Tulse Hill 1288 (day).

### MORRIS SIX

DICKS CAR SALES offer:—

**1949** Morris Six saloon, one owner, low mileage; £1,100.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5052

SAUL & SLATTER, Ltd., offer:—

**1949** Morris Six, black with brown upholstery, 7,000 miles, in immaculate condition throughout; £1,140.—44-46, Aldermans Hill, N.13. Pal. Grn. 1205-7173. [4875

H. A. SAUNDERS, Ltd., offer:—

**1949** Morris Six saloon, black with brown leather upholstery, 600 miles; £1,275.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5985

PHILIP RICKARDS, Ltd., offer:—

**1949** Morris Six, maroon, beige, 12,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 6272. [5550

ACE SERVICE STATION (LONDON), Ltd.

**1949** Morris Six, 4,000 miles, maroon, one fastidious owner, fitted radio and heater; £1,125.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5646

**1949** Morris Six, 8,000 miles, unmarked.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1108

**6000** miles.—1949 (Oct.) Morris Six saloon, maroon, faultless.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.)

**1949** Morris Six, maroon, heater, 8,000 miles; trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [3466

### MORRIS MISCELLANEOUS

TOM GARNER, Ltd., offer:—

**1950** series (Nov., 1949) Morris Oxford saloon, black with brown leather, 3,000 miles only.

**1949** Morris Six saloon, black with beige leather, radio, heater, etc., 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5503

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

### Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

CAFFYNS, Ltd., are good buyers of post-war Morris cars.—Chapel Rd., Worthing. Tel. 2340. [9857

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5861

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [8001

URGENTLY required, all makes of Morris cars.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049.

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6136

WE are cash buyers of all Morris post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6881

### Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0384

### OLDSMOBILE

**1937** Oldsmobile saloon fine order, appearance like new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1111

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

**1936** 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

**£495**.—1938 Oldsmobile 8 drop head coupe with dickey, immaculate appearance, good mechanical order.—Traynor Motors, Ltd. Tel. Grangewood 2530. [3563

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service: 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611). [0576

### Oldsmobile Cars Wanted

POST-WAR Oldsmobile, low mileage cars urgently wanted.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [4799

### OPEL

**1938** Opel 12hp saloon, excellent condition; £225; terms, exchanges.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [5261

### Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immaculate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

### Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251.

### PACKARD

JOE THOMPSON (MOTORS), Ltd., offers:—

**1939** sedanca de ville 32.5 Super 8 de luxe, very low mileage, special English body, an outstanding car.

**1937** Packard 120 saloon; £325.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

**1948** Packard Super 8 saloon, full de luxe equipment, low mileage, immaculate condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [9912

LIMOUSINE 1937 Super Eight 32hp, partition, widest forward occasionals, 28,000; £1140.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [5624

CHAUFFEUR-DRIVEN 1939 Packard 8 33.8hp partition, widest forward occasionals, recent complete overhaul by concessionaires, excellent condition, H.M.V. Radiomobile fitted.—Box 7531. [5450

PACKARD, immaculate, 24,000, saloon, black, Bedford cord interior, 1938, fitted Motorola radio, air conditioning heater, telecontrols, 6-cyl engine, specimen car.—81, Castle Lane, Birmingham, 27. Acocks Green 3534. [5414

PACKARD Straight 8, with special ash body, in magnificent condition, 7-seater, radio equipped, maintained regardless of cost, tyres as new; exceptional offer at £500.—Wales, Ltd. (Midland 0321), Oozells St., Birmingham. [6213

**295** gns.—Packard 8 (May, 1938) 33.8hp 4-seater convertible coupe, black, brown leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6062

PACKARD 1/2 in immaculate condition, fitted with Perkins light high speed diesel engine, giving approximately 35mpg; price £1,250.—Church Road Eng. Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [9659

### Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5863

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1223

### Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS) Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

### PONTIAC

JOE THOMPSON (MOTORS), Ltd., offers:—

**1949** Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

ARCHIE SIMONS & Co., Ltd.—1940 Pontiac 28hp saloon, colour blue, cloth upholstery throughout; £595.—94, Gt. Portland St., W.1. Lan. 1343. [6216

TANKARD & SMITH, Ltd., offer 1939 Pontiac drop-head coupe in black with brown leather upholstery, recently completely overhauled and repainted at a cost of £200, Tiller gear change, independent front wheel suspension, a beautiful car; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5582

### Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

### RACING CARS

FRAZER NASH single-seater sprint car, fitted 1½-litre Riley Sprite engine; £125.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5844

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Em. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

COOPER 500 1950 special lightweight, winner of Monaco, Silverstone, etc., car completely overhauled, gear box and mountings ready for Norton or J.A.P. engine, spare wheels; best offer secures.—Stirling Moss, White Cloud Farm, Tring 2181. [5826

COOPER, 1949, 500/1100 chassis, 1950 mods., new Bucket seat, light wheels, large steering wheel, new tyres, just sprayed green, reconditioned 4-stud J.A.P., new mag., clutch and gear box overhauled, spares incl. alum. barrel, piston, flywheel assemy., etc., extra large tanks, perfect order, track available for test to serious enquiries: £500; trailer available if req.—Box 7535. [5462

### RAILTON

**1938** Railton 28hp Fairmile drop head foursome, superb condition, mechanically perfect; £395. B. & H. Motors, 1463, High Rd., Whetstone, N.20. Hillside 6671-2. [5635

### RAILTON

**1935** Railton saloon, excellent condition, 4 new tyres; £175.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854.

**£195**.—28hp Railton d.h. foursome coupe, 1935, 20 m.p.g.—Box 7222. [5611

**1936** Railton 28hp saloon, very good order, fitted radio.—Autoworx (Winchester), Ltd. Tel. Winchester 4834/3406. [5565

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5467

### Railton Cars Wanted

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1; always buyers of good Railtons. [9836

### RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421

ROUNDABOUT offer:—

**1939** Renault 12 drop head coupe, 29,000 miles recorded, in original condition throughout; £350.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [2027

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, have a small selection. [0126

**1939** Renault 8hp saloon, immaculate condition; £325; terms, exchanges.—Lynch Garage (opposite G.P.O.) Uxbridge, Middx. Tel. 122. [5260

**£295**.—1937 Renault 18 Big 4 streamlined saloon, excellent performance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6034

**1939** Renault 18hp saloon, black, engine just reconditioned, car excellent condition throughout; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4451

**265** gns.—Renault 12 (November, 1938) drop head coupe, maroon, fawn leather, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6060

### Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [0127

### RILEY

BROOKLANDS.

**1949** Riley 1½-litre saloon, black, brown leather, fitted radio, speedometer reading 10,000 miles.

**103**, New Bond St., London, W.1. Tel. Mayfair 8551/6. [5666

**1948** Riley 2½-litre saloon, low mileage; £1,225.

W. T. DUNN, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [5730

BOON & PORTER, Ltd.

**1949** Series, 2½, leather upholstery, 15,000 miles, H.M.V. radio, one owner, faultless; £1,450.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5545

TOM GARNER, Ltd. offer:—

**1949** Riley 1½-litre saloon, green with green leather, radio, heater, etc., 10,000 miles.

**1950** series (Nov., 1949) Riley 1½-litre saloon, maroon with red leather, radio, heater, etc., 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5501

MARBLE ARCH (WATFORD):

**1935** Riley 12hp saloon, completely overhauled; £325.

**1937** Riley 9hp saloon; £375.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash. H.P. and insurances arranged. Call, phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3896

H. M. BENTLEY & PARTNERS.

**1947** (November) Riley 1½-litre saloon, black with brown leather, one owner only, excellent condition; £945.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [5097

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1949** Riley 1½-litre saloon, 16,000 miles, 1 owner, faultless condition; £1,275.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2362

H. A. SAUNDERS, Ltd.—1947 2½-litre saloon; £1,075.—Below.

H. A. SAUNDERS, Ltd.—1949 2½-litre 3-str., 3,000 miles; £1,575.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [5945

**1947** Riley 2½-litre perfect condition, owner Riley staff; £1,150.—Box 7514. [5408

**1949** Riley 1½-litre saloon, black, maroon leather, negligible mileage, 1 owner.—Below.

**1948** Riley 1½-litre saloon, black, fawn upholstery, radio, 12,000 miles only, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [5795

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, maroon, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre utility saloon, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6175

**1947** Riley 2½-litre saloon, black/red; £1,050.—Lewes Motors, Ltd., Western Rd., Lewes. [5426

BEARTS of Kingston, Riley specialists sales, spares repairs.—102, London Rd., Kingston, Kingston 3348.

**1948** (September) 2½ Riley, black, H.M.V., mileage 11,000, £1,395; as new.—Cranmore, Tel. 2040 Potters Bar. [3931

**1946** Riley 1½-litre saloon, finished black, 38,000 miles; £900.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5799

**1949** 2½-litre Riley saloon, radio, 7,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5770

**1950** model Riley 2½-litre roadster, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5771

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RILEY

CASS'S MOTOR MART.—1938 Riley 16/4 Adelphi saloon, exceptional order, written guarantee.—5, Warren St., W.1. Euston 4110. [6128

**1938** Riley 1½-litre 12hp Adelphi de luxe saloon, in very nice condition throughout, £495; 3 months' guarantee, terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6159

**£235**.—Riley 1½-litre Monaco sports saloon, very good condition throughout, taxed and insured.—26a, Tudor Drive, Gidea Park. Call or tel. after 6. Romford 5375. [5833

**1948** (June) 2½-litre Riley 4-door sal., fitted Tickford conversion top, maroon, as new, 14,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane W.C.2. Temple Bar 5358. [5486

**1950** (December, 1949) 2½-litre Riley sports saloon, 3,000 miles only, H.M.V. radio and other extras; £1,690.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6007

**1949** Riley 2½-litre saloon, mileage 11,000, black, H.M.V. radio, heater, loose covers, as new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [4809

**14000** miles.—1949 (April) Riley 2½-litre saloon, black and cream, red leather, radio.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3995

**1937** Riley saloon, 12hp Sprite engine, extremely sound condition; £525.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5596

**1939** (July) Riley 12 saloon, repainted and engine completely overhauled October, 1950, faultless throughout; £595.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [5656

**1946** (Nov.) Riley 1½-litre saloon, black, all green leather, 1 owner, 21,000 miles, as new; £900. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5737

**1946** (first registered November) 1½-litre Riley saloon, finished gunmetal and red leather upholstery, radio, and loose covers; £885.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. [2382

WALTER SCOTT, Ltd.—1933 Riley 9 Monaco saloon, special twin carburettor engine, excellent for sale; £165.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [4768

**1949** 2½-litre Riley 100 b.h.p., black, 11,000 miles; £1,395.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mal. 2873. [5615

**£195** or by instalments.—1934 Riley 9hp Kestrel saloon, free 12 months' third party insurance, 3 months' written guarantee; £195.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [6024

**1936** Riley 1½-litre saloon, excellent mechanical order, bodywork reconditioned black and silver and in faultless condition; fitted wheel discs, handsome, fast and reliable car; offered at the remarkably low price of £375; 3 months' written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Ave., W.5. Perivale 4404-5. [5658

### Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

CAFFYNS, Ltd., are good buyers of post-war Riley cars.—Chapel Rd., Worthing. Tel. 2340. [9856

POST-WAR Riley required, cash payment.—Morley, 54, Stratham Hill, S.W.2. Tulse Hill 4488. [0847

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED privately, 1½ Riley, under 15,000 miles.—Write, Angior, 24 Lyndhurst Rd., London, N.W.3.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5781

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9268

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6137

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Shamblehurst Lane, Botley, Southampton. Tel. Botley 152. [3620

MOTOURISTS (LONDON) Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [7395

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6395

### Riley Spares and Service

ARCOT MOTORS, Ltd

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 4436. [0209

PERFORMANCE CARS for pre-war Riley spares, repairs.—Daleham Mews, N.W.3. Hampstead 1111.

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol. 7. Tel 45069. [0254

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

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ROLLS-ROYCE specialists 40 years.

**1937** 30hp Rolls-Royce saloon with division by H. J. Mulliner.

**1935** 25hp Rolls-Royce Tickford with division.

**1934** 25hp Rolls-Royce sports saloon by Hooper.

**1933** 25hp Rolls-Royce saloon with division by Park Ward.

**1932** 25hp Rolls-Royce sports saloon by Hooper.

**1931** (first reg. 1933) 40-50hp Rolls-Royce, originally fitted with full length 4-door, 4-light body by Windover, front part original rear section has been modified for carrying goods, colour dark green and black with brown leather upholstery, has been run on "C" licence.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [1243

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H. R. OWEN, Ltd.,

17, Berkeley St.,

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

A NATIONAL Motoring Organisation.

**1936** Rolls-Royce 20/25 Owen sedanca coupe by Gurner Nutting; colour blue with grey leather upholstery; this car is fitted chrome luggage carrier to rear and rear mounted spare with cover.—Ref. H.5513.

**1936** Rolls-Royce sedanca de ville by Hooper, colour black with dark blue leather to front and beige cloth to rear; this car is fitted with a radio, S.F. occasional seats and picnic tables.—Ref. H.5551.

**1936** Rolls-Royce Phantom III razor edge sports saloon by H. J. Mulliner, colour racing green with fawn Everflex upholstery to front and grey hide to rear; this car is fitted with a S/mounted spare, radio and picnic tables.—Ref. H.5696.

**1937** Rolls-Royce Phantom III limousine by Abbots, Farnham, colour black with black hide to front and fawn cloth to rear; this car is fitted with F.F. occasional seats and picnic tables.—Ref. H.4783.

**1939** Rolls-Royce Phantom III 2-door razor edge sports saloon (SR) by James Young, colour black with brown leather upholstery; this car has Cantilever doors, bumpers and overriders front and rear, radio, cocktail cabinets and picnic tables.—Ref. H.5725.

**1939** Rolls-Royce Wraith sports saloon by H. J. Mulliner, colour dark blue with chrome waist band and light fawn hide upholstery; this car is fitted with picnic tables, H.M.V. radio and S/M spare with cover.—Ref. H.5697.

**1948** Rolls-Royce Silver Wraith limousine by Park Ward, colour midnight blue with black wings, brown leather upholstery to front, beige cloth to rear; this car is fitted with heater and demister, cocktail cabinet, radio, bumpers with overriders front and rear.—Ref. H.5762.

**1948** Rolls-Royce Silver Wraith 4-door sports saloon by Hooper, colour black with chrome waist band, beige hide upholstery; this car is fitted with H.M.V. radio, heater and demister, overriders to bumpers front and rear.—Ref. H.5689.

ALL cars carry our unique six months' guarantee; please 'phone or write for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060. [5530

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1937** Rolls-Royce Phantom III, body by Windover, brown leather interior, colour dark maroon, car has been completely reconditioned, £685 mechanical overhaul November, 1949, car in immaculate condition; £2,000.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9308

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**1939** Thrupp & Maberly touring limousine on the Rolls-Royce Wraith chassis, black with brown leather, for immediate delivery.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7687.

FOX. [5542

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NORTHERN Rolls-Royce specialists since 1905.

**1948** Silver Wraith seven-seater limousine by Park Ward.

**1938** touring saloon, by Rippon, black with Air Force blue leather upholstery, good condition.

**1937** Phantom III seven-seater limousine by Rippon.

**1936** (Nov.) 30hp touring limousine by Rippon.

**1935** Phantom II drop head coupe by Gurney Nutting.

**1934** 25hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

## ROLLS-ROYCE

J

B

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to

**12-13** St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065

CAR MART, Ltd.

SEE advertisement on page 42. [5922

R. C. MORTLAKE.

**1936** 25hp Rolls-Royce owner-driver sedanca, division, one private owner since new. Rolls history, genuine small mileage; £1,395.

**1935** 25hp Rolls-Royce Park Ward owner-driver sports saloon, division, radio, in superlative order.

**1933** Phantom II Rolls-Royce, Cooper, 7-passenger limousine large body; £895.

**1930** 25hp Rolls-Royce owner-driver saloon, Mulliner; £575.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155. [5359

PADDON BROS., Ltd.

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

**60**, Cheval Place, London, S.W.7. Kensington 9477. [0097

JACK OLDING OF MAYFAIR,

OFFICIAL Rolls-Royce and Bentley Retailers,

OFFER:—

**1949** (Dec.) Rolls-Royce Silver Wraith 4-door saloon by James Young, dark green with grey top, 21,000 miles.

**1949** (Nov.) Rolls-Royce Park Ward Silver Wraith enc. drive limousine, metallic grey with beige leather, only 2,000 miles.

**1933** Rolls-Royce 20-25 enc. drive limousine by Hooper, black with blue leather front, fawn cloth to rear, mileage 34,000.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [5796

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

**1939** Rolls Wraith four-light Windover razor edge saloon, disappearing division, built-in boot; mileage 33,500.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4777

GUY SALMON AUTOMOBILES, Ltd., offer:—

ROLLS-ROYCE Phantom III 1937 series 4-door owner-driver sports saloon, 27,000 miles, superb condition; £1,795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6108

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:

ROLLS-ROYCE 25/30 saloon with division by James Young, 62,000 miles only, boot, winding division, etc., very pretty car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [3867

MASCOT MOTORS, Ltd., offer the following:—

**1936** (Nov.) 30hp sports saloon by Young.

**1935** (Oct.) 25hp sports saloon by Arnold.

**1935** 25hp streamlined foursome coupe by Barker.

**1935** 25hp sports sedanca by Gurney Nutting.

**1933** (Oct.) 25hp T. and M. swept back limousine.

**1931** (Nov.) 40/50hp 4-light saloon with division.

**1930** 25hp H.J.M. sports saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [4661

**20-25** Rolls-Royce sports saloon, H. J. Mulliner, 58,000 miles, complete overhaul; £795.—Below.

**1936** Rolls-Royce 20-25 2-door sports saloon by Freestone & Webb, very smart car, in excellent condition.—J. F. Crawley, Western 6015. [6118

PHANTOM II Rolls-Royce, unused since 1939, fitted with new limousine coachwork; sacrifice £995.—Lawton Goodman, 36, North Audley St., W.1. [2360

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, tel. 1272-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [4971

CLARKE'S OF PIRBRIGHT, Automobile Engineers. Telephone No. Brookwood 2201/2; officially appointed retailers of Rolls-Royce and Bentley cars, offer:—

**1935** Rolls-Royce Phantom II limousine by Park Ward, finished in black with brown furniture hide upholstery, disc wheels, low mileage; U.K. series chassis; this car is in immaculate condition; £1,250.

**1935** 20/25 owner driver saloon by Mann Egerton, finished in black, with brown leather upholstery, disc wheels, 69,000 miles; overhauled by Rolls-Royce at 52,000 miles; this car is in first-class condition having had only one owner and maintained by Rolls-Royce; £1,500. [4000

**1930** Rolls-Royce coupe, 21.6hp, maroon, recellulosed, mileage 70,000, excellent condition; £300 or nearest.—Burn, 9, St. Leonards Terr., S.W.3. [5825

**1932** Rolls-Royce 25hp saloon, unblemished, spotless condition 5-seater, complete overhaul by Rolls last year, £1,050; private owner.—Box 7575. [5856

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### ROLLS-ROYCE

ALPE & SAUNDERS, Rolls-Royce Limousine Specialists. Selection Below.

LIMOUSINES.—1934 25hp Hooper, partitioned, forward occasionals, black, exceptional value; £925.

LIMOUSINES.—1935 25hp Barker, swept tail, widest occasionals, immaculate; £1,295.

LIMOUSINES.—1936 25hp Thrupp, swept tail, partition, forward occasionals, low mileage; £1,365.

LIMOUSINES.—1937 30hp Windover, swept tail, widest occasionals, partition, black, superb; £1,730.

LIMOUSINES.—1939 Wraith 30hp Thrupp, partition, forward seats, black, 15,000, delightful condition.

LIMOUSINES.—1935 Phantom II Hooper, partition, widest occasionals, black, exceptional condition; £1,135.

ALPE & SAUNDERS always purchase Rolls-Royce, selected Limousines displayed.—Providence Court, North Audley St. Mayfair 2941. [5631

**1935** Rolls 7-passenger limousine seats facing forward, privately owned, bargain; £950; terms, exchanges.—61, Albert Embankment, S.E.11. Reliance 4016. [2606

**1936** 25 Rolls-Royce owner-driver saloon, small mileage, 2 owners, exceptional condition.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [1736

LIMOUSINES.—20/25hp and 25/30hp Hooper limousines, mileages all under 40,000, not ex-hire, from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. [7273

LIMOUSINES.—We have two Phantom II and one 25/30 7-seaters, also a 25/30 bearer type hearse; all these vehicles are in first-class condition; for further particulars apply to:—

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2593

**1937** Rolls-Royce 25/30 owner-driver saloon, magnificent car; £1,875; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5537

ROLLS-ROYCE 20/25hp limousine (1935), black with cloth to rear, roomy 7-passenger, sunshine roof, excellent condition; £875.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. [5234

**1938** Rolls-Royce 25/30, first registered 13.9.38, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2592

**20-25** Rolls-Royce saloon, 48,000 miles only, first registered 1934, chauffeur maintained; £1,000.—Bennetts Garage, Shakespeare St., Nottingham. Tel. 44074. Grams Autocar, Nottingham. [6027

**1931** (October) Rolls-Royce 20-25 Barker saloon with division, face sideways additional seat, one private owner-driver only, passed by makers 1940, £680.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3827

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars and will be very pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

**1930** first series Rolls-Royce Phantom II H. J. Mulliner Weymann saloon with division, owner driver steering, car is in exceptional condition for its age, unused since 1935 and £100 recently spent on chassis, ideal car to take abroad; this car really is a bargain; £395.

THE BASINGSTOKE MOTOR Co., Ltd., Basingstoke. Tel. 477. [5738

ROLLS-ROYCE 20-25 Barker body 7-seater, division winding, extremely nice line appearance, spare wheel, boot, good black, blue lines, reg. midway 1931, Sedanca de Ville, low built, good 19in tyres; first 390gns cheque secures.—Apply Owner, 12, Browett Rd., Coventry. [6130

### Rolls-Royce Cars Wanted

SOUR demand is urgent

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen, Ltd., 17 Berkeley St., W.1. Tel. Mayfair 9060. Head Office Hoffmann's Garage, Ltd., Huddersfield Rd. Halifax, Yorks. Tel. Halifax 5944. [0516

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [5759

B. A. ROLFE & SONS, Ltd., Romsey. Tel. 3185, are good buyers of Rolls and Bentleys. [4508

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

A & S always purchase modern 25/30hp Saloons with boot also 7-passenger 25/30hp Limousines 1933/1948

A & S urgently require Phantom II also Phantom III saloons, also 7-str. Limousines. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [1224

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1680

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0115

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

THE BASINGSTOKE MOTOR Co. purchase 20/22 F.W.B., 20/25, early 25/30 late Phantom II; any coachwork considered, tourers especially wanted.—Bypass Rd., Basingstoke. [7875

JACK OLDING, Ltd., 8-10 North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [8364

### Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

J.R. ENGINEERING Co., Ltd.

WILL supply bumpers for Continental or pre-war models of Rolls-Royce and Bentley cars; state chassis number.—Pound Lane, Willesden, N.W.10. Willesden 0054. [3761

W. M. COUPER, Ltd. Catherine St., St. Albans 4343.

SPARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [0623

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SSPARE PARTS.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8368

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1679

### ROVER 10

CAR MART, Ltd.

SEE advertisement on page 42. [5929

**1938** Rover 10 de luxe saloon, excellent condition; £395.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Eus. 2700. [5995

ROVER 1937 10, black, reconditioned engine, recellulosed, new springs, shock absorbers, tyres, roof, Fram; £425.—2, Inglis Rd., Ealing. Acorn 4903. [5817

**1939** Rover 10 saloon, black/brown leather, 40,000 miles, perfect; £595.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1262. [4203

**1947** Rover 10 4-door saloon, sunshine roof, black with brown hide upholstery, almost spotless, low mileage; accept £985.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9275

### ROVER 12

**£495**.—1938 Rover 12 6-light saloon, black, in excellent condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5563

ROVER 12hp 1938 sports saloon, good running order, bodywork good, seen Glasgow; price £475.—Box 7583. [6131

**1938** Rover 12 saloon, first class mechanical order, external finish poor; £420.—Tel., evenings, Walton-on-Thames 2525. [5687

GORDON CARS (LONDON), Ltd., 1947 Rover 12hp saloon, grey, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6174

**1935** Rover 12 de luxe saloon, black/green hide upholstery, one owner since new, genuine mileage 58,000, rebored at 48,000, taxed, £365.

TIMBER MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4. [1700

OWNER taken delivery new car wishes to sell Rover 12hp saloon, May 1939; best offer over £450; no dealers.—E. Collin, Bulby Hall, nr. Bourne, Lincs. [6193

**1947** (May) Rover 12 sal., 10,000 miles, black/brown, radio, many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5488

**1947** Rover 12, low mileage, chauffeur driven, serviced by Rovers, fitted radio and heater, £945; terms available.—Witham's Motors, Ltd., 18, Balham Hill, London, S.W.12. Battersea 3280-3769. [5915

**1947** (June) Rover 12 six-window saloon, birch grey, dark blue Bedford cord upholstery, full equipment, incl. spot lamp, radio, heater, sliding roof, taxed Dec., one owner, very carefully driven, 11,000 miles only from new, a real specimen model; £1,125.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5443

NAYLOR & ROOT, Ltd., 1939 Rover 12 de luxe saloon, black, brown leather, excellent appearance, carefully maintained throughout, any trial; £595; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [5959

### ROVER 14

BROOKLANDS.

**1947** Rover 14hp saloon, black, Bedford cord, speedometer reading 11,000 miles, exceptional throughout.

**103** New Bond St., London, W.1. Tel. Mayfair 8351/6. [5667

**200** cars under £400 to choose from.

**369** gns.—1937 Rover 14 4-door de luxe sun saloon, really immaculate car throughout.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m., six days a week. [6647

ARCHIE SIMONS & Co., Ltd.—1939 Rover 14 saloon, reconditioned throughout; £625.—94, Gt. Portland St., W.1. Lan. 1343. [6217

**13500** authenticated miles.—1947 (November) Rover 14 saloon, indistinguishable new.—Lionel H. Pugh, 13/14, Brooks Mews, W.1. Mayfair 4435. [5204

**1947** Rover 14hp de luxe saloon, 6,000 miles, genuine, fitted radio and heater, really unmarked; 985gns; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6157

### ROVER 16

**1946** (Dec.) Rover 16 sal., black, brown leather, radio, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5487

### ROVER 16

CARR BROS. offer:—

**1947** Rover 16hp, 16,000 miles only, green cellulose immaculate, interior upholstered green leather and spotlessly new, beautiful appearance throughout; £1,175.

CARR BROS. GARAGES, Ltd., Purley. Upl. 4812. [5679

### ROVER 20

LONDON CARS offer:—

**1937** Rover 20hp sports saloon, black/brown hide, superb mechanical condition, beautiful bodywork, must be seen to be appreciated, written guarantee; £435.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [5880

TANKARD & SMITH, Ltd., offer what must be one of the best Rover 20 coupes ever offered on the second-hand market; 1940 model d/h foursome coupe, in black with dark brown hide upholstery and fawn hood, coachwork and interior unmarked and as new, speedometer reading 21,000 miles which, from the appearance of the coachwork and the mechanical condition, must be regarded as genuine, fitted host of extras including radio, tele-control shock absorbers, fog lamp, oil coil, any trial or examination; £795; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801. [5536

### ROVER 60 & 75

CAR MART, Ltd.

SEE advertisement on page 42. [5928

TOM GARNER, Ltd., offer:—

**1948** Rover 75 P3 6-light saloon, black with red leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5492

WARWICK WRIGHT, Ltd., offer:—

**1949** Rover 60 sports saloon, black, brown leather, 15,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5093

**1949** Rover 75 sports saloon, black, red leather, radiomobile, 8,000; £1,575; seen Essex coast.—Box 9999. [5512

**3000** miles, Rover 60 saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5766

**1949** (Sep.) Rover 75 sports saloon, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5788

**1948** Rover 75, 15,000 miles, excellent condition; £1,360.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5594

**1949** Rover 75 6-light saloon, black, maroon leather, low mileage, chauffeur maintained almost as new; £1,535.—Robbins, East Putney. Tel. 4581. [6184

**1948** Rover 75 de luxe saloon, finished green, leather upholstery, heater, genuine, 8,000 miles only, as new throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5301

**1948** (July) Rover 75 saloon, green with green leather, 15,000 miles only.—£1,395.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [5142

FOR sale.—1948 75 Rover sportsman saloon, painted green, all-leather upholstery, heater, H.M.V. radio, sliding roof, etc., 12,000 miles; £1,450.—J. D. Burrows, Saffro Works, Saffron Lane, Leicester. [5463

**1948** (July) Rover 60 de luxe 6-light saloon, finished black with grey leather upholstery, 10,000 miles only, one owner, fitted built-in radio, heater, taxed, as new throughout; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4446

### Rover 60 and 75 Wanted

WANTED, 1948-9 Rover 75 saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [5739

BRITISH & COLONIAL MOTORS, Ltd., require good Rover 75 cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5772

### LAND-ROVER

**1949** Land Rover, 13,000 miles, perfect condition; £575.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5597

**1949** Land-Rover, 14,000 miles, one owner, any examination; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5920

### ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER MISCELLANEOUS

DICKS CAR SALES offer:—

**1940** Rover 10 saloon, very superior car; £595.—Below.

**1936** Rover 14 streamlined sports saloon, recent overhaul; £345.—Below.

**1936** Rover 14 saloon, very carefully used; £355.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5894

BEARTS, of Kingston, Rover specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

CAMDEN MOTORS, Rover 16hp saloon de luxe 1938, finished in original black cellulose with brown leather, excellent performance, fitted all new tyres recently, unrepeatable opportunity to obtain one of these fine cars at the amazingly low figure of £445.

CAMDEN MOTORS, Rover 14hp saloon de luxe 1937, sound condition throughout, engine thoroughly reserviced, several extras, genuine value for money at £395.

CAMDEN MOTORS, Rover 12hp sportsman's saloon 1937, special 4-light model, scarce and most desirable car, very attractive finish, outstanding mechanical order, all Dunlop tyres; £495.

CAMDEN MOTORS, Rover specialists, for further selection of our stock of over 50 fully guaranteed Rovers see our full page advert. in this issue.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); hire purchase, part exchanges; free delivery. [5964

### Rover Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST RD. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

CAFFYNS, Ltd., are good buyers of post-war Rover cars.—King St., East Grinstead. Tel. 717 [9854

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5866

WANTED, privately, 75 Rover, under 15,000 miles.—Write Angior, 24, Lyndhurst Rd., London, N.W.3.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0600

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

### Rover Spares and Service

ROVER sales and service.—Gavin Fairfax, Virginia Waters. Wentworth 3154. [5889

DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [7127

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502.

## SINGER

BROWN'S for Singer.

**1940** Singer 9hp sports roadster, two owners, the whole mechanical condition and appearance of this car is equal to the average 1948 model; £395.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5608

THE SINGER DISTRIBUTORS, 1936 Singer Le Mans; £335, below.

THE SINGER DISTRIBUTORS, 1947, Singer 10, saloon; £615, below.

THE SINGER DISTRIBUTORS, 1949 Singer S.M. 1500 saloon, 9,000 miles; £1,095.—The Singer Distributors, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5939

TRISTRAMS, Ltd., distributors of Singer Cars in North Wales and Cheshire.

SM1500 saloon, 1950 model, green with leather upholstery, loose covers, rubber overmats, small mileage, a perfect specimen and like new in every respect, fully guaranteed; £1,050.—Tristrams, Ltd., Chester. Tel. 25262.

BUY your used Singer car from Tristrams, Ltd., Singer specialists and distributors since 1928. [4606

## SINGER

GORDON CARS (LONDON), Ltd., 1949 Singer S.M. 1500 saloon, blue, 9,000 miles, below.

GORDON CARS (LONDON), Ltd., 1949 Singer S.M. 1500 saloon, beige, 8,000 miles, radio, below.

GORDON CARS (LONDON), Ltd., 1948 Singer 10hp saloon, black, 10,000 miles, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6181

**1938** Singer 12 saloon, in very excellent condition, recommended; £295; also

**1938** Singer 9 Bantam saloon; £250; and

**1936** Singer 9 Bantam saloon; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5145

SINGER S.M.1500, black, new 10/49, 11,000 miles, one owner, showroom condition.—Tel. Wanstead 7741, 9 a.m. to 5 p.m. [5464

**1949** Singer S.M.1500 saloon, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [5768

**1948** model Singer Ten saloon, black with leather and cloth upholstery in very fine order; bargain £685, or hire purchase terms.

RHIND'S (MOTORS), Ltd., 120 Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514. [5745

**£650** or by instalments.—1948 Singer 10hp saloon; 3 months' written guarantee; £650.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [6023

**245** gns.—Singer 9 (June, 1934) Le Mans sports 2-seater, red, red leather, 2 spare wheels, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

**145** gns.—Singer 9, 1934 model, sports 4-seater, cream and green, Windtone horns, Marchal spot light, taxed; terms, exchanges.—Rowland Smith, below.

**575** gns.—Singer Super 10 (June, 1947) de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6079

**1938** model Singer Super 12hp saloon, perfect condition, any trial; £400; exchange considered.—Kingston Garage, Springhead, Anlaby, Hull. Tel. 42136, evenings Ferriby 67X. [3902

**1946** Sept. Singer Nine roadster 4-seater, immaculate, black with red leather upholstery, complete all weather equipment, taxed, bargain; only £495; exchanges or hire purchase terms arranged.

RHIND'S (MOTORS), Ltd., 120 Finney Lane, Heald Green, Cheshire. Tel. Gatley 3514. [5746

**1936** (August) Singer Le Mans special 2-seater, resprayed red, just rebored, new hood, screens, all chrome, perfect magnificent car for the enthusiast; £275; must be seen to be appreciated.—Wilson, 56, Norwood Rd., Southall. Tel. 2860. [5454

### Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0986

POST-WAR Singer required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0646

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [31.

### Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

## SPORTS CARS

BLAKES,

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [5873A

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock including:—

LAGONDA 1930 3-litre open 2-3-seater, new Rudge wheels, 5 new tyres, new battery, rewired, unused 1939-1949.

LAGONDA 1931 3-litre 4-door saloon, 5 new tyres, new battery, unused 1939-1946.

M.G. 1930 18/80 Mark II open 4-seater, in 1950 condition throughout.

BUGATTI Type 35B (ex-Oliver), in superlative condition throughout, post-war sports car record holder at Brighton and Prestcott, fully road equipped including starter.

CELLULOSING service par excellence, expert, honest and inexpensive workmanship; immediate quotation a pleasure.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [6225

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

## SPORTS CARS

B & G MOTORS, offer:—

**£205**.—Wolseley Hornet 12hp Daytona 2/4-seater, red, just rebored, crank reground, new pistons, ends, mains, etc., bills available, excellent hood and screens, superb car.

**£245**.—Singer 9 Le Mans 2-seater 1936 model, cream and chromium, lovely engine, goes like the clappers, foldflat and two aero screens, new hood.

**£145**.—Singer 9 open sports 4-seater, cream with red wings, foldflat screen (new safety glass just fitted), sound hood and screens, twin carbs, 4 speeds, etc.

MANY others; terms.—B & G Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [5704

SPEEDSTERS, Ltd., the best conditioned sporting cars in the country.

SPEEDSTERS, Ltd.—£10 tax; low chassis model 4½-litre Invicta, completely rebuilt July, 1945, from the bare chassis upwards, close coupled open 4-seater, rebuilt cost a small fortune, every detail of the engine, transmission, axles, steering, brakes, body was restored as near as possible to new, engine bored, Chromard liners, new pistons, crank ground, new bearings, new gears, body reupholstered in red, new red carpets, new hood, new side-curtains, new all-over tonneau cover, rewired, all new chrome, recellulosed black with mirror finish, red wheels, 5 brand new tyres just fitted, every detail beyond criticism, tremendous urge.

SPEEDSTERS, Ltd., Offices at "Old Stradldes," Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 688. 28 minutes from Victoria. [5788

FRAZER NASH single-seater sprint car, fitted 1½-litre Riley Sprite engine; £125.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [6168

ANTHONY CROOK offers:—Post-war Frazer Nash, also Healey, Frazer Nash-B.M.W., Lagonda. See adverts. under Classified Sections.—Anthony Crook, Caterham Hill, Surrey. [3481

ROVER 14 1934, rebuilt and fitted alloy 2-4-seater body 1950, new hood, tyres, etc., good appearance and performance, taxed, details on request; nearest £140.—144, Rokeby Park, Hull, Yorks. [3681

**£100**.—Sunbeam 20 Weymann saloon, 1929, in first class running order, leather upholstery, excellent performance combined with low petrol consumption.—Baron, 9, Fusilier Avenue, St. Martin's Plain, Shorncliffe, Kent. [5516

H. A. SAUNDERS, Ltd., V.8 C.S.M. Special, first registered Feb., 1949, Mercury engine, four-speed gear box, telecontrol shock absorbers, finished blue; £535.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5936

OFFERS invited for my 1938 3.5-litre Jaguar 100, 24,000 miles, excellent condition, bronzed head, telecontrols, special exhaust system, brakes relined, racing tyres; only reason for selling no room for it and XK120.—Cyril Mann, Derby Works, Vale Rd., N.4. [5455

RICHARDS & BROWN offer: Bentley 4½-litre 2/3-seater, exceptional condition and performance, £395; Frazer Nash 1½-litre Boulogne Vitesse rebuilt sports 2-seater, 90mph, £225; Bugatti 3.3-litre 2-seater, just rebuilt, £495; part exchanges; good cars bought for cash; full details please.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 [5497

J. H. BARTLETT offers. — Alfa-Romeo 2.3 100mph coupe, £475; Alfa-Romeo 17/50 supercharged 2-seater, choice of two; Delahaye 135M sports saloon, £1,150; Frazer Nash-B.M.W. 327/55 coupe, £875; Healey saloon, choice of two, from £1,250; Healey Silverstone, choice of two; Bugatti Type 46 saloon, £550; Invicta 100mph 4-seater, £595; Talbot team car, £495; M.G. 1946/47, 6,000 miles, £595; and many others.—27a, Pembridge Villas, W.11. Bayswater 0523. [4962

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.—Allard, 1949 late, streamlined 2-seater, Bugatti blue, low mileage, very fast; Healey 1949 model special streamlined fixed head coupe, negligible mileage, emerald green; Lancia Aprilia, November, 1938; Mercedes (see our Mercedes advert.); Talbot 110, ex-Mike Couper record car, completely rebuilt and road equipped. Coming in: Alvis Speed 25, 1939, showroom condition, also Lancia Aprilia, 1939, Supperleggerio type streamlined coupe.—Flaxman 0052. [5639

PERFORMANCE CARS, the sports car specialists of L 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee: 1939 (January) Alfa-Romeo 2.3 6-cyl drop head coupe by Pinin Farina, £600; 1949 (November) T.C. M.G., 6,000 miles, as new, £750; 1948 (1942) Canadian Ford V.8 super de luxe saloon, recond. engine fitted now, £475; 1928 Bentley 4½-litre 4-seater, £375; 1925 Bentley Red Label short chassis 2-3-seater, fitted 1928 4½-litre engine, £375; 1932 Aston Martin 1½-litre tourer, £295; 1936 Jaguar 100 2½-litre competition 2-seater, £365; 1934 Lagonda 4½-litre pillarless saloon, £265; 1935 Lagonda Rapier tourer, £325; 1939 Triumph Dolomite 14-65 roadster, specimen, £455; 1933 Wolseley Hornet tourer, £145; 1930 Sunbeam 21 tourer, £85; 1924 Rolls-Royce 21.6 complete chassis, £100; 1937 A.C. 16-80 2-seater, £435; 1935 (November) M.G. 12hp L type 4-seater, £235; 1934 M.G. P.A. 2-seater, £255; 1934 M.G. P.A. 2-seater, supercharged, fitted P.B. block and racing brakes, £300; part exchange, hire purchase, immediate insurance on any car. [5898

### Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [9409

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Ham 1111).—The sports car specialists, buy sports cars for cash immediately. [5899

### Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

### S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0986

WANTED, S.S.1 16hp open sports 4-seater, no saloons or 20hp models please.—Packer, "The Old House," Lower Rainham, Gillingham, Kent. [5821

## STANDARD 8

**£298**.—Standard 8 1939 saloon, original paint, leather interior, good mechanically, choice of two; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). [5434

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### STANDARD 8

MARBLE ARCH (WATFORD).

**1940** Standard 8 saloon; £375.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged; call, 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [6147

**1947** Standard 8 saloon, grey, speedo. 28,000, very nice condition throughout; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6112

**1947** Standard 8 drop head coupe, grey, very well maintained; bargain £455; exchanges or hire purchase terms.

BEHIND'S (MOTORS), Ltd., 120 Finney Lane, Heald Green, Cheshire. [5748

**1947** (May) Standard 8 Tourer, black, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338 [5482

**1946** (September) Standard 8 saloon de luxe, black; £450.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5606

**1945** Standard 8 saloon, very nice order; £410.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [5762

**1939** Standard 8 saloon, blue leather, 38,000 miles only; offers over £285; to view, write—2, Brittany House, Crowborough, Sussex. [4574

**1947** (October) Standard 8 saloon de luxe, 11,000 miles, black; £510.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5828

**1947** Standard 8 drop head coupe, excellent condition, very attractive car; £495.—M.B. Motors, 356 New Cross Rd., London, S.E.4. Tideway 3779. [1004

**1939** Standard 8 saloon, low mileage, good condition throughout, taxed; £300.—Crown Garage, Sandhurst, Camberley, Surrey. Tel. Yateley 3252. [5852

**1939** Standard 8 foursome drop head coupe, just overhauled; £350; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5038

**1939** Standard 8 saloon de luxe, blue, definitely better than average condition; £310.—Garage Service, Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5346

**£280** gns.—1939 Standard 8 sun saloon, black, leather upholstery, genuine post-war condition; £100 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [5918

**1946** (June) Standard 8hp de luxe saloon, black, brown leather, moderate mileage, very sound and in nice condition, taxed; £450.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4481. [2731

**1946** Standard 8hp sun saloon, grey, blue leather, one careful owner, regularly serviced by main dealers, and in superior condition throughout, 5 new Dunlops just fitted; £475; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5715

NAYLOR & ROOT, Ltd., 1947 Standard 8 sun roof saloon, black, fawn upholstery, one careful owner, very economical; £495; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [5958

### STANDARD 9

MARBLE ARCH (WATFORD):

**1939** Standard 9 coupe; £350.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash. H.P. and insurances arranged. Call 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3890

**1937** Standard 9 2-door saloon; £220.—Captain Inglis, Wield Manor, Alresford, Hants. [6196

**1938** Standard 9 2-door saloon, green, with green leather upholstery, in exceedingly good condition both mechanically and in bodywork; £290.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5969

**300** gns.—Standard 9hp 1937, complete overhaul, relined to standard, crankshaft re-ground, new pistons, bearings, timing chain, valves, etc., new Exide battery, brakes re-lined, new universals, all steering parts renewed, gear box and rear axle overhauled, new head lining, mats, etc., retrimmed beige, body free from rust and re-cellulosed black; a genuine bargain.—Mill Gap Garage Co., Mill Gap Rd., Eastbourne. Tel. 1827. [6205

### STANDARD 10

G. P. (BALHAM), Ltd., offer:—

**325** gns.—1939 Standard 10 4-door de luxe saloon, reconditioned throughout, any trial.—2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. [2875

STANDARD 10 1935 T. and I., perfect condition, any trial; £160.—Jarvis, 1, Silvermere Ave., Romford. Tel. 1337. [5756

**1936** Standard 10 saloon de luxe; £250.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5604

**1939** Standard 10 4-door saloon, black, in very good condition throughout, bargain; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1776

MAYFAIR GARAGES, Ltd.—1939 model 10hp super de luxe 4-door sun roofed saloon, black, red hide upholstery, good tyres, carefully used, excellent condition throughout, taxed, 3 months' guarantee; £375.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Saturdays 9-12. [5618

### STANDARD 12

COLINDALE, offer:—

**1947** Standard 12, immaculate condition, low mileage; £695.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [5761

BROWN'S for Standards.

**1948** Standard 12hp drophead foursome coupe, immaculate condition; £765.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9765

**1947** Standard 12 saloon, black, one driver, perf. cond.; £645.—mble 604 Beatty House, Dolphin Squar S.W.1. Vic 3800. [4188

### STANDARD 12

STARNES MOTORS, offer:—

**£695** Standard 12hp saloon, grey with blue leather (May, 1947), excellent condition, mileage 17,000.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Tel. Gla. 2480. [5998

**£398**.—Standard Flying 12 1939 4-door saloon, appearance as 1946, exceptionally good interior; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). [5435

**1938** Standard 12 de luxe saloon, in original condition throughout; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6166

**1937** Standard Flying 12 de luxe saloon, guaranteed; £270; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6109

**1938** Standard 12 saloon, black, in excellent condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

**1948** Standard 12 4-door saloon, almost unmarked, one owner; accept £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8.

**1937** Standard Flying 12 saloon, black, red leather, new engine recently, excellent appearance; £325.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [4824

**1947** (November) Standard 12 drop head coupe, appearance as new, four new tyres, one owner; £695.—Brockhurst Garage, Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [5425

**695** gns.—Standard 12 1946 foursome drop head coupe, black, red leather, radio, de-mister, good tyres, small mileage, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6059

**1934** model Standard 12 4-door saloon, reconditioned engine fitted last year, this car is in good condition for the year and a reasonable proposition at £110 cash or £55 deposit, balance payable by 12 monthly rentals.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5883

### STANDARD 14

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1948** Standard 14 drop head coupe, black, brown leather, immaculate condition; £825.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5640

SIMPSONS MOTORS offer:—

**1948** model Standard 14 saloon, moderate mileage, exceptionally clean.

SIMPSONS MOTORS (Wembley), Ltd. (American car specialists), Wembley 3903. [1382

ROSE & YOUNG, Ltd., offer:—

**1948** Standard 14hp saloon de luxe, small mileage, exceptional condition; £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. [5057

**1947** Standard 14 saloon, black, superb condition; £735. Below.

**1947** Standard 14 d/h coupe, undeniable condition; £745.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [5753

**1948** Standard 14, grey with blue leather, low mileage, in excellent condition; £795.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2923

**1937** Standard 14hp saloon de luxe, black/red leather, very nice condition; guaranteed £325.—

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5692

**1947** Standard 14 drop head coupe; £750.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [4966

L. F. DOVE, offer:—1938 Standard 14, mechanically perfect, overhauled; £365.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6164

**1947** Standard 14 hp saloon, 22,000 miles, new engine just fitted; £750.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4823

**1947** (Oct.) Standard 14 saloon, grey, blue leather, 11,000 miles, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5480

**1938** Standard 14 saloon, blue, in very good condition throughout, any trial; £400.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. [4452

**1948** (May) Standard 14 saloon, black, green leather, only 18,400, good tyres, new battery, coachwork and interior unmarked, one owner; £795.—2, Queens Gardens, Peterborough. Tel. 2148. [5836

### STANDARD VANGUARD

DICKS CAR SALES offer:—

**1949** Vanguard saloon, 7,000 miles only, as new.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3290

GLANFIELD LAWRENCE offer:—

**£995**.—1949 Standard Vanguard, green, with red upholstery, radio, in immaculate condition.—407, High Rd., N.12. Finchley 0091. [3371

H. A. SAUNDERS, Ltd., offer:—

**1949** Standard Vanguard saloon, black with tan leather upholstery, fog lights, 5,000 miles; £1,045.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yds. north of Tally Ho! Corner.) Hillside 0024. [5978

CHARLES RICKARDS, Ltd., offer:—

**1949** (Nov.) Standard Vanguard saloon, black, brown leather, genuine mileage 2,500, as new throughout; £1,045.

**56**, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [5476

**1949** Standard Vanguard, low mileage, exceptional order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5702

### STANDARD VANGUARD

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

**1949** Standard Vanguard saloon, leather upholstery, heater, etc., taxed; £950.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [1305

**1949** (Sept.) Standard Vanguard saloon, metallic silver, one owner, loose covers, speedo. 7,200. £995.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4456

**1949** Standard Vanguard saloon, immaculate condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5569

**1949** Standard Vanguard, finished in metallic grey with red hide upholstery, fitted heater, 4,000 miles; £1,065; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. [4868

**1949** Vanguard saloon, metallic grey, 5,000 miles, as new; £975.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [5236

**1949** Vanguard saloon, leather, radio, heater, one owner, 5,000 miles; £965.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5614

STANDARD Vanguard, choice of two, both with radio, leather, heater; from £895.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6017

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

**1949** Vanguard, 7,000 miles, radio, heater, leather, as new; £1,025.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627.

**1948** Standard Vanguard, black, red leather, fitted radio, low mileage; £1,015.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. [5999

**1949** Vanguard, black with blue leather, low mileage, beautiful condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [3876

**1949** Standard Vanguard saloon (Nov.), black, blue upholstery, 4,000 miles, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [5792

**1949** Vanguard, grey, negligible mileage, as new; trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [3468

**1949** (June) Standard Vanguard saloon, grey with red hide upholstery, mileage 9,000, very nice order and condition; £1,000.—Slade's Garage, Penn, Bucks. Tel. 2115. [5519

**1949** Vanguard, under 10,000 miles, grey, grey leather, H.M.V. radio, heater, spotless; £965.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

ROSE & YOUNG offer: 1949 Standard Vanguard, immaculate condition, leather, heater, radio, 12,000 miles, black; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6086

VANGUARD, out covenant 15/10/50, green, and green leather, unmarked, 9,600 miles, private owner disposing; £945 or near offer; taxed, comp. insured; would consider exchange, cash adjustment, for small saloon.—Tel. Banwell 95, Somerset. [6206

**1949** (Aug.) Standard Vanguard black saloon, 6,000 miles only, spare unused, H.M.V. radio, heater, defroster, absolutely like new, unmarked; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6011

### STANDARD MISCELLANEOUS

H. A. SAUNDERS, Ltd., 1939 Standard 9 saloon, £325, below.

H. A. SAUNDERS, Ltd., 1947 Standard 8 tourer; £475.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5940

**£285**.—1938 Standard Flying 12 de luxe saloon, grey, clean condition, below.

**£325**.—1938 Standard Flying 10 de luxe saloon, in above average condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6030

GORDON CARS (LONDON), Ltd., 1948 Standard 8hp drop head coupe, black, one owner, below.

GORDON CARS (LONDON), Ltd., 1948 Standard 14hp saloon, black/red, immaculate, below.

GORDON CARS (LONDON), Ltd., 1947 Standard 12hp saloon, black, excellent order, below.

GORDON CARS (LONDON), Ltd., 1949 Standard Vanguard, black, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6173

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6066. [0052

**£1025**.—Vanguard saloon, Sept., 1949, grey and maroon, H.M.V. radio, heater, genuine 6,000 miles, spare unused, as new, one owner.—Below.

**£715**.—Standard 12 1946 saloon, black, red leather, 23,000 miles, superb car, one owner.—Below.

**£695**.—Standard 12 1946 model drop head coupe, black, red leather, beautifully maintained and most attractive car.—Robbins, East Putney. Tel. 4581. [4739

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

### Standard Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

RSROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5867

IURGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [9721

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Standard Cars Wanted

WANTED, Standard Vanguard estate car, would trade in 1949 low mileage 1½ Riley saloon if required.—Tel. Lavenham 280. [6207

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0801

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0870

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [6135

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

### Standard Spares and Service

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

STANDARD spares, all models from 1935; replacement units; complete overhauls; recellulosing.—Puttocks Garage, Alexandra Terrace, Guildford. Tel. 5391. [6210

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph; sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0002

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 2114 (10 lines).

### STUDEBAKER

DICKS CAR SALES offer:—

**1941** Studebaker 20hp Champion saloon, very economical; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5895

SIMPSONS MOTORS, offer:—

**1938** genuine Studebaker saloon, radio, many extras, beautiful condition, reconditioned engine; £475.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [5699

**1938** Studebaker luxury 6 saloon, guaranteed; £325; payments.—Oldfields, 4, Russell Gdns, Mews, Kensington. Park 7780. [6110

**1947** model Studebaker Champion 4-door saloon, heater, radio and many extras, good order and condition, £10 tax model; £1,200; mileage 37,000.—Slade's Garage, Penn, Bucks. Tel. 2115. [5520

GORDON CARS (LONDON), Ltd.—1949 (1950 series) Studebaker Commander Regal convertible foursome coupe, right hand drive, grey/red leather, over-drive, radio, etc., 1,600 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6177

### Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

### SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

**1949** Sunbeam-Talbot 90 saloon, green with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5497

MONTROE MOTORS offer:—

**1940** Sunbeam-Talbot 10 saloon; £565.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [4464

BROWN'S for Sunbeam-Talbots.

**1939** Sunbeam-Talbot 10hp saloon de luxe, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4791

CHARLES RICKARDS, Ltd., offer:—

**1948** (March) Sunbeam-Talbot 10hp saloon, metallic grey, 12,000 miles, very carefully maintained, in faultless condition throughout; £875.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [5475

WARWICK WRIGHT, Ltd., offer:—

**1949** Sunbeam-Talbot 90 saloon, satin bronze, red leather, heater, 15,000 miles; £1,350.

**1949** Sunbeam-Talbot 80 saloon, silver green, buff leather, 13,000 miles; £1,250.

**1949** Sunbeam-Talbot 80 saloon, black, buff leather, radio, 12,000 miles; £1,350.

**1949** Sunbeam-Talbot 80 convertible coupe, silver, green, buff leather, 4,000 miles; £1,325.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5673

**1949** Sunbeam-Talbot 80 saloon, 4,000 miles; £1,195.

W. T. DUNN, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [5729

### SUNBEAM-TALBOT

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, black, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, grey, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6176

**1948** Sunbeam-Talbot 10hp saloon, one owner, gunmetal; £775.—Grove Motors, North Rd., Southall 3477. [2910

**1939** Sunbeam-Talbot 4-litre saloon, recent engine overhaul, sound throughout, unrepeatable bargain; £425.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5911

**7000** miles.—A 1947 2-litre Sunbeam-Talbot drop head coupe, colour granite grey with grey leather, as new.

**8000** miles.—A 1947 (Nov.) 2-litre Sunbeam-Talbot saloon, black with beige cloth upholstery.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [5532

**1939** (Sept.) Sunbeam-Talbot 10 4-seater tourer, completely overhauled and reconditioned, all equipment perfect, very smart car; £500.—Slade's Garage, Penn, Bucks. Tel. 2115. [5518

**545** gns.—Sunbeam-Talbot 1947 10hp sports 4-seater, silver, grey leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6055

**1949** (Nov.) Sunbeam-Talbot 80 saloon, green with with leather, radio, 2,000 miles, virtually new car; trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5876

**1939** Sunbeam-Talbot 3-litre sports saloon, 4-door sports, sun roof, reconditioned engine, 5,000 miles, fitted wheel discs, radio, and many extras; £450; terms and exchanges.—Tel. Amherst 2000. Turner, 99-117, Clarence Rd., London, E.5. [4513

NAYLOR & ROOT, Ltd.—1948 Sunbeam-Talbot 10 sun roof sports saloon, smoke grey (reg. Aug., 1948), 9,000 miles only, unblemished condition throughout; £925; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5957

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, attractive conditioned coachwork, finished in silver grey with blue leather interior, excellent chassis and bodywork, no rattles, squeaks or draughts, suspension, braking and steering leaves nothing to be desired, engine, gear box and transmission dead quiet, surprisingly good performance; specially recommended at £525.

CAMDEN MOTORS, Sunbeam-Talbot specialists.—See our further selection of these models on our full-page advertisement in this issue.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part-exchanges; free delivery. [5962

### Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0802

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham Tel 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

### TALBOT

**£350**.—Talbot 10 1938 d/h coupe, good hood, excellent appearance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Monday to Saturday 9-6 (50yds Holland Park Tube). [5437

TALBOT 17.9hp sports saloon, 1935, blue, excellent condition; £185.—Wareing, Railway Tavern, Hamworth, Dorset. [5822

TALBOT 75 Darracq bodied saloon, 1934 model, immaculate condition; £155.—J. Lott, Fairview, Lyminge, Folkestone. Tel. 87292. [5836

**1936** Talbot 105, engine, pres. box and dyno starter, all extlnt. condition and complete.—Drewett, 12, Wilton Rd., Gloster. [5826

TALBOT 10hp d/h coupe foursome, twin horns, radio, spotlight, in outstanding condition; £375.—Acorn 4476 before 10 a.m. 61, Gunnersbury Court, W.3. [5400

**£170**.—Talbot 95 Darracq saloon, 1935, beautifully kept, taxed, insured.—Woodfield, 23, Murtwell Drive, Chigwell, Essex. Buckhurst Hill 5957. [5396

**295** gns.—Talbot 1938, 3-litre de luxe 4-door saloon, black, sliding head, grey leather, wheel discs, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6058

### Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5868

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

### TRIUMPH

BROOKLANDS.

**1949** Triumph razor-edged saloon, black, beige leather, fitted radio, speedometer reading 7,000 miles.

**1949** Triumph 2000 roadster coupe, polychromatic green, red leather, fitted radio, small mileage.

**1948** Triumph 1800 roadster coupe, grey, blue leather, small mileage.

**103** New Bond St., London, W.1. Tel. Mayfair 8351/6. [5668

NEWNHAMS, Ltd.

**1948** Triumph 1800 razor-edge saloon grey with red, low mileage.

**1939** Triumph 14hp Dolomite saloon, black with brown, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5025

TOM GARNER, Ltd., offer:—

**1949** Triumph 2,000 razor edge saloon, gunmetal with grey leather, 10,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5499

H. A. SAUNDERS, Ltd., offer:—

**1949** Triumph 1800 saloon, grey with grey leather interior, 10,000 miles; £1,245.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [5977

ACLAND & TABOR, Ltd., offer:—

**1938** Triumph 2-litre Dolomite saloon, blue-brown leather, beautiful condition, good tyres, 85 mph.

APPLY Welwyn 481. [5986

WARWICK WRIGHT, Ltd., offer:—

**1949** Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2060

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1949** Triumph 2000 model, 12,000 miles, immaculate; £1,025.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5275

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 saloon, black, 8,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Triumph 1800 saloon, black, exceptional throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6180

**1948** Triumph 1800 Roadster, nominal mileage, one owner; £850; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3362

PERFORMANCE CARS.—Available 1939 Triumph Dolomite 14/65 Roadster.—See under Sports Cars. [5903

**1949** Triumph Roadster 2000, 14,000 miles; £975.—Scott Cars, 347, Finchley Rd., N.W.3. Hampstead 7779 and 8676. [4381

**1946** (Nov.) Triumph 1800 Roadster, nominal mileage, as new throughout.—Beardmore, 26, Queensway, W.2. Bay. 0136. [9837

**1949** 2000 Triumph saloon, colour metallic grey, 7,800 miles; £1,275.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1186

**1937** Triumph Dolomite 14 sports saloon, excellent in every respect; £375.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Eus. 2700. [5996

**£425**.—1938 Triumph Dolomite sportsman's saloon, black, blue hide upholstery, ex. tyres, immaculate condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. [5561

**1949** Triumph Roadster 2000 model, as new; £1,050.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [2067

**£260**.—Triumph Gloria 13hp sports 4-seater, 1,500 miles since rebore, goes like a bomb.—Ring Comyns, Frobisher 0462, after 6.30. [5448

**1948** Triumph 1800 razor-edged saloon, black, low mileage, beautiful condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [5877

**£240**.—1937 Triumph 14/4 Vitesse saloon, good condition throughout.—Forster Prowse Motors, 2-4, By-Pass Rd., East Ham, E.6. Alb. 2091. [5815

**1949** Triumph 2000 R.E. saloon, gunmetal, grey leather, radio, heater, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [5790

**1948** Triumph 1800 roadster, superb condition; £885.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5758

**1949** Triumph 2000 razor-edge saloon, black, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5769

TRIUMPH razor-edge, December 1948, radio, heater, etc., perfect condition; £1,000 or nearest offer.—Peter Portland, Ltd., 71-73, Gt. Portland St., W.1. Lan. 3507. [6211

**7000** miles; 1949 (Oct.) Triumph 2000 model saloon, grey. H.M.V. radio.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [3994

**1948** (June) Triumph 1800 Roadster, grey, one owner, nice condition.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5068

**1949** (June) Triumph 2000 saloon, 9,000 miles only, finished black with beige leather upholstery, taxed December, absolutely spotless throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4443

**1949** (Sept.) 2,000 Triumph R.E. saloon, one owner, 10,000 miles, gunmetal, grey leather; £1,275.—C.M.C. (Caterham), Ltd., Croydon Rd., Caterham, Caterham 823 [4653

**£350**.—1937 Triumph 14/4 Vitesse sports saloon, excellent performance, good tyres, smart appearance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6035

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### TRIUMPH

**1939** (May) Triumph Dolomite 14hp black saloon, chromed, fitted with radio, a splendid car; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6010

**£435**.—Triumph Dolomite 14hp sportsman's saloon, immaculate bodywork, beautifully maintained chassis by enthusiast, although 1938 model, could pass for post-war product, 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6090

**750** gns.—Triumph 1800 (July, 1946) Roadster, silver grey, maroon leather, Windtone horns, good tyres, one careful owner, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6057

**1948** (July) Triumph 1800 saloon, black, fawn leather, fully equipped, and in really first-class condition throughout, supplied and serviced by us since new, one particularly careful owner; £965; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5722

### Triumph Cars Wanted

**CM**

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.
CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5869
ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
WANTED, privately, Triumph, under 15,000 miles.—Write Anglor, 24, Lyndhurst Rd., London, N.W.3.
POST-WAR Triumph required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0849
MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182
CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport Tel. 2268. [0804
BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5780

### Triumph Spares and Service

NEWNHAMS, Ltd.
TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539
BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.
TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0555
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

### UTILITY CARS

BOON & PORTER, Ltd.

**1947** (first registered) Standard 7-passenger Utility, one owner, carefully maintained; £450.
CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5546
G.P. (BALHAM), Ltd., offer:—

**120** gns.—1936 Morris 8 utility, replacement engine, any trial.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [1016
WARWICK WRIGHT, Ltd., offer:—

**1949** Austin A40 Countryman Utility, green, brown leather, 7,000 miles; £950.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5675

**1948** Bradford utility, recellulosed blue, excellent condition, guaranteed; £450.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5690

**1939** Hillman Minx, with utility bodywork, seating for four, very attractive body; £395.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1364

**1949** Bradford utility de luxe, in sand colour, 3 seats, excellent order, guaranteed; £550.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5694

**1949** Bradford utility in blue, 2 seats, low mileage, one owner, excellent order, guaranteed; £525.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5693
REMARKABLE bargain! 1948 Phase II Hillman estate car, 11,000 miles only, moorland grey; absolute bargain, £750.
A. Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5909

**1939** Morris 10 utility, excellent condition; bargain price, £335.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6127
CASS'S MOTOR MART.—1949 Fordson 10cwt fitted 7-str. wooden utility body; written guarantee.—5, Warren St., W.1. Euston 3523. [1325

**1937** Buick super 10-seater, disappearing seats, very nice order throughout; bargain, 245gns; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6158
BRADFORD utility, 1947, 4 seats, very good condition, £395; exchanges, terms.—B. & H. Motors, 1468, High Rd., Whetstone, N.20. Hillside 6671-2. [5634

**1948** (June) Hillman Estate car, fitted loose covers, 20,000 miles, grey.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5484

**1948** Alvis shooting brake, 20,000 miles, extremely nice body; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5595

### Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.
ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995
LATEST type Minx or Austin utility wtd.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [4849
GOOD utilities, post-war chassis required 8-16hp.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

### VAUXHALL 10

MARBLE ARCH (WATFORD):—

**1938** Vauxhall 10hp saloon, £375.
WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged.—Call, 'phone, or write.
MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [5893

**1946** Vauxhall 10hp sun roof saloon, black, brown leather, absolutely faultless condition, one owner; £665.
HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [5602

**1947** Vauxhall 10 saloon, one careful owner, genuine mileage 10,900; £675.—Campbell Symonds, Wembley 6262. [5535
VAUXHALL 10, September, 1947, heater, loose covers, etc., immaculate condition; £695.—Danesmead Cottage, Forest Green, Surrey. Tel. 335. [5509

### VAUXHALL 12

CHARLES FOLLETT, Ltd., offer:—

**1947** Vauxhall 12hp saloon, black, 1 owner, 36,000 miles, very good condition; £665.
18, Berkeley St., W.1. May. 6266.
SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5711

**1947** Vauxhall 12 saloon, radio, heater, new condition throughout; £675.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [4775

**£395**.—Vauxhall 12/4 1939 4-dr. saloon, cellulose, in exceptional condition, very good mechanically, leather interior, sliding roof; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Monday to Saturday 9-6 (50yds. Holland Park Tube). [5436

**1937** Vauxhall D.Y. 12-6 black saloon de luxe, sun roof, very good condition, good tyres, new batt., one owner driver since 1937; £300.—Box 7568. [5853

**1947** Vauxhall 12 sun saloon, any inspection, three months' guarantee; £650.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [5727

**565** gns.—Vauxhall 12, 1946, de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6056

### VAUXHALL 14

NOVEMBER, 1946, Vauxhall 14 de luxe saloon; £650.—Canonbury 6666. [6005

**1936** Vauxhall 14hp saloon, grey, with blue leather, 5 very good tyres; £200.
MORGAN'S GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow, Middx. Hou. 4422. [4655

**1939** Vauxhall 14hp J type saloon, black, green leather, chauffeur kept car, in excellent condition; £565.—Below.

**1948** Vauxhall 14hp J type saloon with sliding roof, black, brown leather, low mileage, almost as new; £845.—Robbins, East Putney. Tel. 4581. [6185

**1948** Vauxhall 14 saloon, perfect condition; £825.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960. [4963

**1939** Vauxhall 14 J type, black with brown hide, appearance equal to a '46 model, exceptionally good chassis; £485.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [6097

**1947** Vauxhall 14hp saloon, in very nice condition; £775.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [2344

**1939** Vauxhall 14 touring saloon, black, brown leather, one owner; £345.—Pantiles Service Garage, London Rd., Guildford 5326. [5654

**1938** Vauxhall saloon 14hp; £385 or 30 monthly instalments of £15/10/6.—The Cooden Engineering Co., Ltd., Bexhill. Cooden 600. [6218

**1938** Vauxhall 14 touring saloon, black, green leather, exceptional condition; £295.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West. 4106. [6012

**1938** Vauxhall 14 saloon, black, in good condition throughout, outstanding bargain; £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5149

**1947** (August) Vauxhall 14 de luxe saloon, radio, spot light, taxed, low mileage, showroom condition; £795.—348, King St., Hammersmith. Riverside 2837-8. [6042

**1946** Vauxhall 14, black, brown leather, one owner; £695.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2863

**1947** Vauxhall 14 saloon, mileage 19,250, black with brown upholstery, taxed to Dec. 31st, immaculate condition; £735.—Crown Garage, Sandhurst, Camberley, Surrey. Tel. Yateley 3252. [5851

**1948** Vauxhall 14 de luxe saloon, finished black, leather upholstery, 15,000 miles, fitted radio, taxed December, in really superb condition throughout; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4444
WALTER SCOTT, Ltd.—1937 (model) Vauxhall 14 touring saloon, black, exceptional condition; £325; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [1303

**1947** (September) Vauxhall 14hp saloon, black, reconditioned engine, 8,000 miles, radio, one owner; £765.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1549

**1937** Vauxhall 14 saloon, black, with red leather upholstery; this car has just been recellulosed and is in excellent condition throughout; £340.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 3051 [4771

### VAUXHALL 14

**295** gns.—Vauxhall 14-6, 1938, 4-door touring saloon, metallic silver grey, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6054

**1935** Vauxhall 14 2-seater with dickey seat, cream and blue, just recently recellulosed, in excellent mechanical condition throughout; this is a most attractive looking motor car; £250.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5686
TANKARD & SMITH, Ltd., offer 1948 Vauxhall 14 saloon in black with brown leather, genuine 20,000 miles only, as new in every respect, £825; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [5585

**1946** Vauxhall 14 saloon, black, leather interior, low mileage, fitted with Ekco car radio, defroster, Notek spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £295.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1362

### VAUXHALL WYVERN & VELOX

TOM GARNER, Ltd., offer:—

**1949** Vauxhall Wyvern saloon, black with brown leather, 400 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [5502
WARWICK WRIGHT, Ltd., offer:—

**1949** Vauxhall Wyvern saloon, grey, grey cloth, 6,000 miles; £965.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5080

**1949** (Sept.) Vauxhall Velox saloon, brown leather, heater, one owner, 3,500 miles only; £1,025.

**1949** (Aug.) Vauxhall Wyvern saloon, black, fawn cloth, radio, one owner, 9,000 miles only; £950.
MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5433

**1950** (series) Vauxhall Wyvern, finished in black with brown hide upholstery, fitted heater, 2,200 miles, £985; terms, exchanges.
MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. [4869

**5000** miles.—1949 (Nov.) Vauxhall Velox, 1950 series, grey.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5066

**1949** (Oct.) Vauxhall Velox saloon, 2,900 miles, blue/grey leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. [5485
WALTER SCOTT, Ltd—1949 Vauxhall Velox, black, low mileage, unmarked, one owner; £895.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [4787

**1949** (December) ex-covenant Vauxhall Wyvern 12 saloon, black, absolutely indistinguishable from new; £950.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6121

**1948** (December) Vauxhall Wyvern saloon, one careful owner, mileage 16,000, colour green, really nice condition.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [5599

**1949** Vauxhall Velox saloon, black, radio, heater, 7,000 miles, condition as new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [5726

**1949** (May) Vauxhall Wyvern blue saloon, with brown leather, 8,000 miles only, absolutely like new; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6009
A PERFECT example of this most popular model, 3,000 miles, a truly magnificent Vauxhall Wyvern saloon 1950 series (November, 1949), finished metallic bronze, brown leather, one owner, full equipment, taxed. Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [4476

### VAUXHALL 25

LIMOUSINE 1938 25hp, partitioned, widest occasionals, leather upholstery throughout, black; £845.
ALPE & SAUNDERS, Providence Court, North Audley St. Mayfair 2941. [5623
VAUXHALL 25 saloon, equal to new in every respect, must be seen to be believed, low mileage; £395.—Value Cars, Ltd., 362, Upper Richmond Road, East Sheen. [5159

**1939** Vauxhall 25hp de luxe saloon; this car has only had one ownership and has been immaculately maintained since new, 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6091

### VAUXHALL MISCELLANEOUS

**SS**

SHAW & KILBURN, Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at

**4**—6, Berkeley Sq., W.1. Grosvenor 4328. [0017
MONTROE MOTORS, offer:—

**1938** Vauxhall 14, radio; £345.

**1940** Vauxhall 12, recellulosed; £425.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [4465
H. A. SAUNDERS, Ltd.—1946 Vauxhall 14 saloon; £660.—Below.
H. A. SAUNDERS, Ltd.—1949 Vauxhall Velox saloon, 12,000 miles; £965.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5937
GORDON CARS (LONDON), Ltd.—1949 Vauxhall Wyvern, 5,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1949 Vauxhall Wyvern, 12,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14hp saloon, choice of two, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6179

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines), Vauxhall main dealers.

**1937** Vauxhall 25hp saloon, body in good condition, mechanically sound.

**1948** Wyvern, 12,000 miles, black, exceptional condition

**1949** Velox, low mileage, black with brown leather upholstery, as new

**1946** Vauxhall 12, bodywork in good condition, brown leather upholstery, mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [5033

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS) Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

### Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars. —150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

**4/6** Berkeley Square, W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9714

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

URGENTLY required, all makes of Vauxhall cars.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [2896

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5779

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0605

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. 0929

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0899

### Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—BEDFORD House, 380/388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

TRIANON.

TRIANON.—Gear boxes, reconditioned units, on exchange plan, for all 10, 12, 14hp 25hp and BYC models; stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14, and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 5363. 'Grams Autospare, Wimble, London. [0635

EGHAM MOTOR Co., for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6 Frederick Place, Brighton. Brighton 21147. [0381

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

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WELHAM'S, Veteran car specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell. [0201

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VAUXHALL 14-40 short chassis Mulliner saloon, 1926, 30mpg. £75; also Lancia Lambda 7th series saloon, excellent mechanically; £75.—Searle, 90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [6096

### VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales service and spares. [0573

### Willys Overland Cars Wanted

WANTED, Willys Overland 2-str. F.H. coupe; will exchange with cash, 1937 Dodge Viceroy, very good condition, brown leather interior.—Write, 250, Chickerell Rd., Weymouth, Dorset. [5830

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

**1947** Wolseley 18hp saloon, black, brown leather and cloth upholstery, fitted reconditioned engine, one owner.

**1947** 14 saloon, black, brown leather, 17,000 miles, one owner.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your names on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [3971

COACHCRAFT offer:—

**£225**—1937-8 Wolseley 12hp 4-door saloon de luxe, excellent running order, available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5763

BOON & PORTER, Ltd.

**1946** 18hp, 20,000 miles, radio, exceptional condition; £625.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5544

MARBLE ARCH (WATFORD):—

**1937** Wolseley 14hp coupe, overhauled; £450.

WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurances arranged.—Call, phone, or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3894

H. A. SAUNDERS, Ltd., offer:—

**1949** Wolseley 4/50 saloon, maroon with brown leather upholstery, 1,000 miles; £1,250.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5975

S. G. SMITH (MOTORS), Ltd., offer:—

**1938** Wolseley 25hp 7-seater, enclosed drive, face-forward occasionals, black with blue leather; this car is in amazing condition, has been chauffeur-driven and maintained in the hands of one fastidious owner; original log book with car, no essential petrol has ever been drawn; this car is not ex-Hackney; £695; trade enquiries invited.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6151

MEBES & MEBES (Est. 1893), offer:—

**1946** Wolseley 8hp de luxe 4-door saloon, black, brown leather upholstery, moderate mileage only, coachwork, mechanical condition and tyres excellent, in practically new condition, one owner, taxed; £575.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5539

**1937** Wolseley 12-48, excellent condition, new tyres, opportunity; £295.

A.Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mal. 4723. [5907

H. A. SAUNDERS, Ltd.—1947 Wolseley 10 saloon, 18,000 miles; £745.—Below.

H. A. SAUNDERS, Ltd.—1938 Wolseley 12 saloon; £325.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [5938

**1940** model Wolseley 14, recent new engine, radio, superb order; £576.—Below.

**1946** Wolseley 18, black, brown upholstery, exceptional condition; £765.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [5761

**1939** Wolseley 12 saloon, black, in really excellent condition, recommended; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6115

**1946** Wolseley 18, black with brown leather, small mileage, beautiful condition; £775.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2926

WOLSELEY 18hp, H.M.V. radio, April, 1948, perfect; £925.—45, Hamilton Court, W.9. Cunningham 2003. [5809

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3346. [0063

GATEHOUSE offer:— 1938 Wolseley 18 saloon, £425.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5308

**1947** Wolseley 18 saloon de luxe, black; £850.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5605

**1949** Wolseley 6/80, black, 12,000 miles, leather interior, unmarked; £1,185.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [4131

WOLSELEY saloon, 1937, 14hp, black, good condition, good tyres, reconditioned engine, just fitted by Wolseley agents and not yet used; £390.—Tel. Mon. 9178. [5829

WOLSELEY Hornet Special; £175; 1934 2-seater, choice of two; hire purchase terms arranged.—Monahan Motors, 594, London Rd., Thornton Heath 5061. [6124

**1949** (October) Wolseley 6/80 saloon, low mileage, black, brown leather; £1,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6162

**£495**—Wolseley 12 saloon, finished in black with brown interior, exceptional condition.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [5652

**1938** Wolseley 14 saloon, de luxe, in exceptionally good condition throughout; £575.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5875

WOLSELEY 14 1938, very good mechanical condition and appearance, lately rebored; reason, new car; £400, no offers.—2, Beech Rd., Slough, Bucks. Tel. Langley 230. [5410

### WOLSELEY

**£195**—1935/6 Wolseley 12hp 4-door de luxe sal., fitted Easyceans, good tyres, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6032

**1939** Wolseley 12; this car has been carefully maintained and is better than many a post-war model.—28, Southcroft Rd., Wallasey, Cheshire. Tel. Wallasey 4643. [5803

**1948** Wolseley 8hp de luxe saloon, blue/brown leather, first-class condition and low mileage; £680; demonstration without obligation and a written guarantee.

TANKARD & SMITH, Ltd., 226, High Rd., S. Tottenham. Sta. 3291. [5429

LIMOUSINE 1936 25hp, partition, forward seats, leather throughout, magnificent specimen; £785. Seen:—Alpe & Saunders, Providence Court, North Audley St. Mayfair 2941. [5625

WOLSELEY 14hp saloon, in exceptionally beautiful condition, dual blue and black, engine completely reconditioned, taxed; £445.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [5265

**165** gns.—Wolseley Hornet Special, 1933 model 12hp sports 2/4-seater, light blue, blue leather, large instruments, remote control, Ashby wheel, stone-guards, Windtone horns; terms, exchanges.—Rowland Smith, below.

**265** gns.—Wolseley Super 6 1936 21hp de luxe 4-door saloon, black, sliding head, brown leather, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6058

**£695**!—Wolseley 8hp four-door saloon, 1948, in exceptional condition, immaculately maintained by one owner only since new, regular servicing by main distributors, spotless black finish with brown leather.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery; see our full page advert in this issue. [5973

**1947** (June) Wolseley 12hp de luxe saloon, black, brown hide, 5,600 miles only, one owner, genuinely like new in every detail; £825, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5725

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

### Wolseley 6/80 Cars Wanted

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### Wolseley Cars Wanted

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ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5965

POST-WAR Wolseley required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 235. [0640

**1938** saloon 21hp wanted, sound mechanically, reasonable cost; letters.—Thomas, 26, Sunny Hill, Hendon, N.W.4. [1228

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0606

7-SEATER Limousines 25hp Series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1225

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7737

JACK ROSE, Ltd., require low-mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9269

APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6139

**1939** Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764

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W. JACOBS & SON.

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet. 2240. [0677

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

FOR Wolseley mudguards, running boards, 1935-46.—F. Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0525

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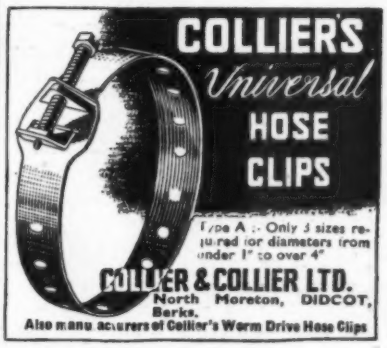

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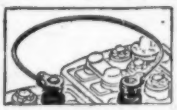

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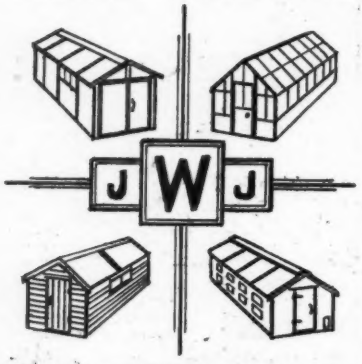


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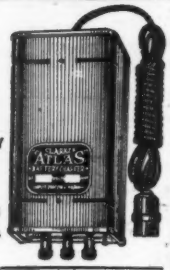


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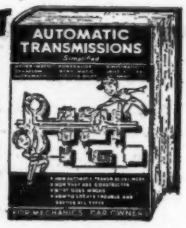


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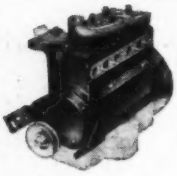

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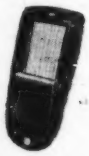

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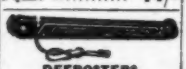

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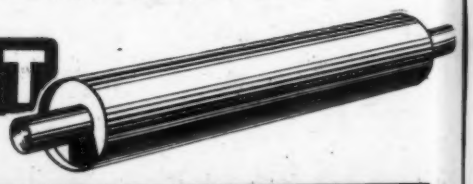

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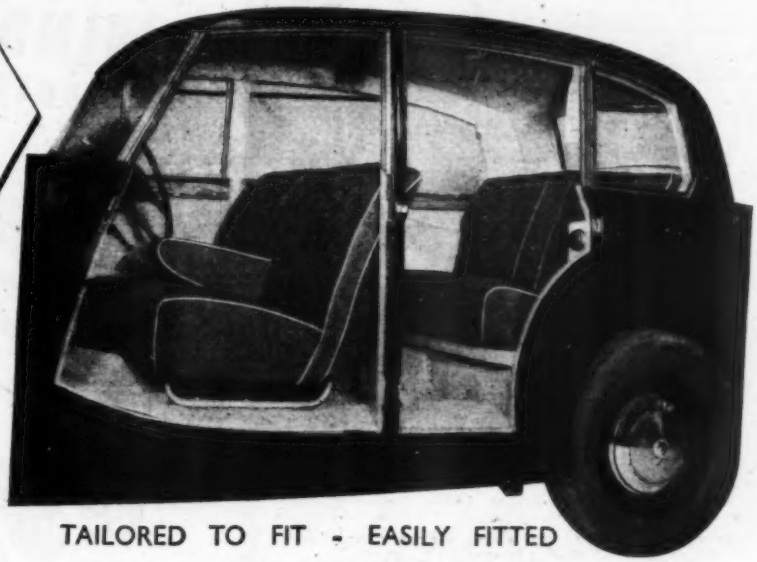

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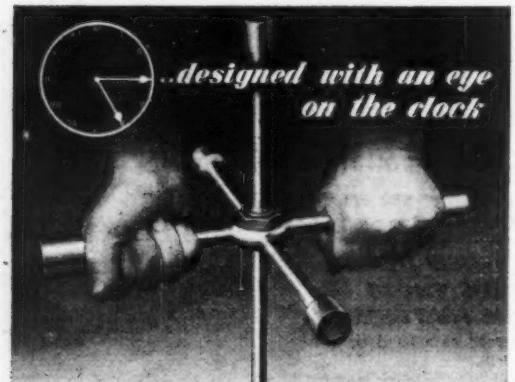


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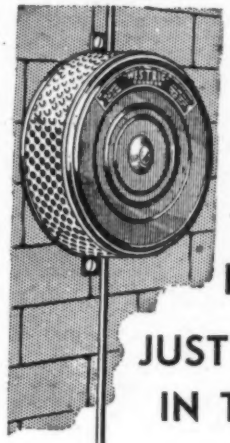
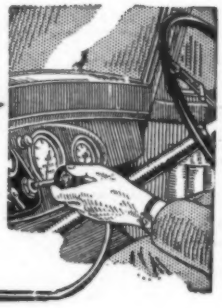


Then you'll need that **BATTERY FULLY-CHARGED**

JUST PLUG IN TO A WESTRIC CHARGER



Now that real winter motoring is upon you, are you keeping your battery voltage up? Are you already struggling with your starting handle on these cold and frosty mornings?

If you are, the remedy is simple—

**Use a "Westric"**

The Westric is a simple and efficient charger, for use on A.C. supplies. It can be used with any make or type of battery and there is nothing to go wrong. Output 1 amp. when charging a 12-volt battery or about 1.5 amps. with a 6-volt.

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*Write for details to Dept. A. 12.*

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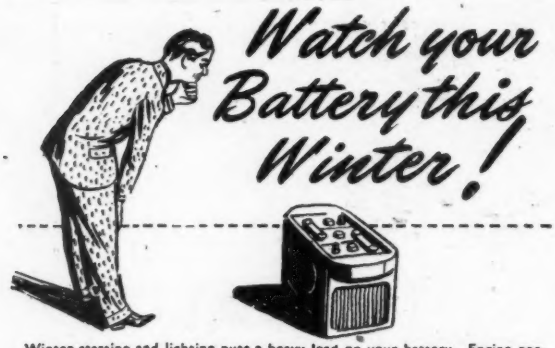



Winter starting and lighting puts a heavy load on your battery. Engine performance must suffer if the battery is not kept in tip top condition. The Davenset Model "H" keeps your battery full of life and ensures quick and easy starting at all times. A compact charging unit for A.C. Mains 200/250 volts to charge 6 volt or 12 volt batteries at up to 2½ amps.

Obtainable through any Garage, Electrical Shop or the London Stores, or carriage paid from the makers.

**PRICE ... £5 - 17 - 6**

*Including instructions and 12 months guarantee.*

N.B. For 6 volt batteries ONLY the Model "H.O." is available which will re-charge the battery overnight at 4 amps.

**DAVENSET**

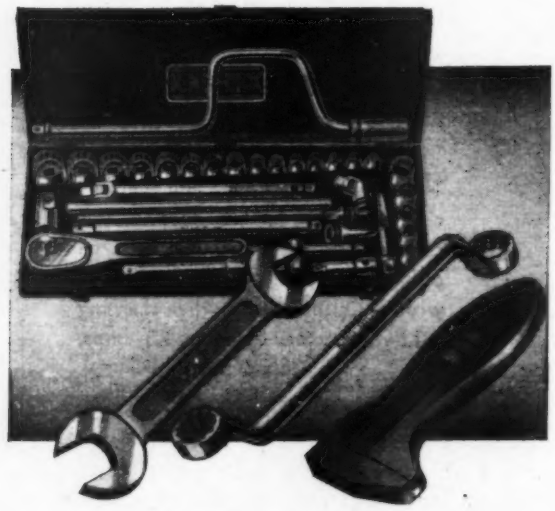
**MODEL 'H'**

**BATTERY CHARGERS**

PARTRIDGE WILSON & CO. LTD.

DAVENSET ELECTRICAL WORKS, LEICESTER.





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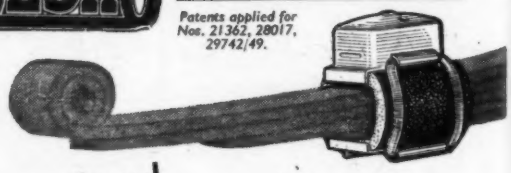
**DESMO 'FLEXIFEED'**

*Patents applied for Nos. 21362, 28017, 29742/49.*



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as demonstrated at the Motor Exhibition, the Flexifeed Road Spring Lubricator is now recognised by car manufacturers and the Industry as an adequate and convenient method of constant spring lubrication.

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Avoid broken springs, rattles, squeaks and other annoyances whether your car is old or new.

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RETAIL PRICE
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**35/-**
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The Desmo Flexifeed Spring Lubricators are approved by Morris Motors as a suitable method of lubricating the springs of all Morris and Wolseley cars except the current range, excluding the Morris Minor.

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**Makes Short Work of Dirt & Skin dangers**

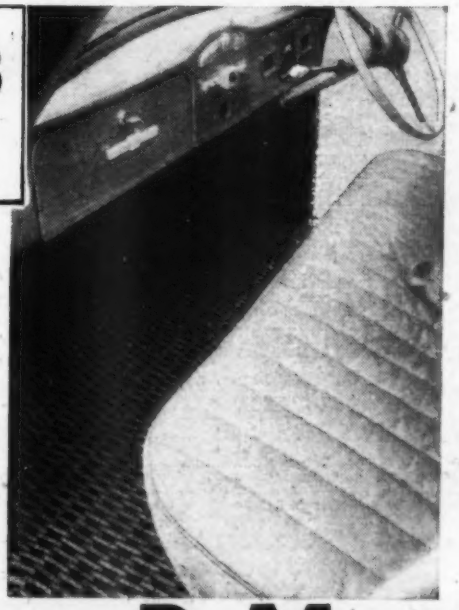
*Obtainable from all Garages, Ironmongers & Chemists*

10 oz. Tin **1'5½**

**DEB CHEMICAL PROPRIETARIES LIMITED, Forfar Works, Spencer Rd., Belper, Derbyshire.** *Tel.: Belper 278*

**COLOURED** *fully-fitted* **CAR MATS**

*to tone with your car*



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*If it's COLOUR you're after ... it must be a*

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*Make of my car* .....

H.P. ..... Year ..... Model .....

*Name & Locality of usual Garage* .....

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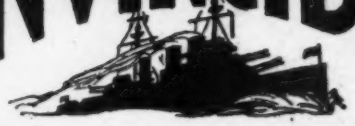

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# INDEX TO ADVERTISEMENTS


A.B.I. LTD. ... 73
Abingdon King Dick Ltd. ... 80
Acland & Tabor Ltd. ... Edit. 1286
Alvis Ltd. ... 25
Anglo-American Oil Co., Ltd. ... 1, 28
Austin Motor Co., Ltd. ... 27
Automobile & Aircraft Services Ltd. ... 41
Automotive Products Co., Ltd. ... Front Cover
Autoset (Production) Ltd. ... 78

BARCLAY LTD., JACK ... 24
Barimar Ltd. ... 18
Batley, Ltd., Ernest ... 73
Billingham Ltd., Joseph ... 2
Birkett & Sons Ltd., T. M. ... 5
Birmingham Mfrs. & Traders, Ltd. ... 16
Blanchflower (Kettering) Ltd. ... 4
Bowden (Engineers), Ltd. ... 82
Bray, George & Co., Ltd. ... 9
British & Colonial Motors Ltd. ... Edit 1285
Broadfields Garage & Eng., & Co., Ltd. ... 77
Browne Motors Ltd., Gerry ... 73
Brown's Garage ... 40
Burtonwood Engineering Co., Ltd. ... 18
B.U. Supplies & Machinery Co., Ltd. ... 17

CAMDEN MOTORS LTD. ... 36, 37
Car Mart Ltd. ... 42, 76
Carmo Car Centre ... 73
Carr Fastener Co., Ltd. ... 79
Carter & Co Ltd., B. F. ... 74
Castle's Unit Development, Ltd. ... 8
Chidley Ltd., Robert ... 30
Chloride Batteries Ltd. ... 15
Cleveland Petrol Co., Ltd. ... 26
Collier & Collier Ltd. ... 73
Cooden Engineering Co. ... 41
Cooper & Smith ... 16
Co-operative Insurance Society Ltd. ... 32
Cords Piston Ring Co., Ltd. ... 10
Crook Motors Ltd., Anthony ... Edit. 1286

DAVIES MOTORS LTD. ... Edit. 1285
Deb Chemical Proprietories Ltd. ... 81
Delaney Gallay Ltd. ... 4
Delco-Remy-Hyatt ... 38
Desmo Ltd. ... 80
Dominion Motor Spirit Co., Ltd. ... 30
Dunlop Rubber Co. Ltd. ... Cover II

EDISON SWAN ELECTRIC CO., LTD. THE ... 32
Elite Motors (Tooting), Ltd. ... 41
Eversure Accessories Ltd. ... 8

FRANCE, LTD., RICHARD ... 39

GALWAY, LTD., ROY ... 40
Gamage Ltd., A. W. ... 10
Garner Ltd., Tom. ... 35
Garrington & Sons, Ltd., J. ... 34
Glanfield Lawrence Ltd. ... 41
Griffiths, John & Son ... 9
Grose, Ltd., James, ... 2

HALFORD CYCLE CO., LTD. ... 8
Hamilton Motors (London), Ltd. ... 80
Headen, A. E. ... 73
Hemmings & Sons, Ltd. ... 74
H.M.F., Ltd. ... 73
Hollingdrake Auto Co., Ltd. ... 39
Hope, Hartope & Co., Ltd. ... 11

INVINCIBLE POLICIES, LTD. ... 82

JARVIS OF WIMBLEDON ... 30
Jenkinson, A. S. ... 14
Jenks Bros., Ltd. ... 78
Jenks & Cattell, Ltd., A. E. ... 14
J.J. Trading, Ltd. ... 73
John Bull Rubber Co., Ltd. ... 11

KELVIN-NORTON ELECTRICAL CO., LTD. ... 17
Key-Leather Co., Ltd. ... 13
Kigass, Ltd. ... 2

LAMBS, LTD. ... 40
Lane Accessories ... 14
Laycock Engineering Co., Ltd. ... 7
Lea-Francis Cars, Ltd. ... 29
Leytenstone Jig & Tool Co., Ltd. ... 77
Liverpool, London, Globe Insce. Co., Ltd. ... 8
London Caravan Co., Ltd. ... 78
Lucas, Joseph ... Cover IV

MAIL ORDER SUPPLY CO. ... 12
Marble Arch Motor Supplies, Ltd. ... 76
Mascot Engineering Co. ... 74
Mayfair Garages, Ltd. ... 41
Meldrum, Ltd., Thomas ... 12
Metropolitan-Vickers Electrical Co. ... 15
M.G. Car Co., Ltd. ... 31
Midland Gear Case Co., Ltd. ... 74
Miller's Car Equipment ... 74
Montroe Motors ... 39
Morgan Motor Co., Ltd. ... 34
Motourists London, Ltd. ... 39
Mulliner, Ltd., Arthur ... 14
Myers Company, Ltd., Wayne V. ... 38

NEALE & SONS, LTD., JAMES ... 10
Neo Electrical Industries, Ltd. ... 73
Newman & Co., George ... 39
Newnhams Co., Ltd. ... 19, 40
Newton & Bennett, Ltd. ... Cover III
Notek Electric Co., Ltd. ... 6

OVERSEAS CARS, LTD. ... 41

PARK BROS., LTD. ... 75
Partridge Wilson & Co., Ltd. ... 80
Perry, Ltd., W. Harold ... 39
Price & Son, Ltd., D. W. ... 76
Pride & Clarke, Ltd. ... 38
Puckert, Ltd., E. W. ... 10

ROBINSON & CO. (GILLINGHAM), LTD., L. ... 75
Rollet & Co., Ltd., H. ... 73
Rolls-Royce, Ltd. ... 23
Rowland Smith Motors, Ltd. ... 41
Rozalex, Ltd. ... 12
Runbaken Electrical Products ... 73
Rye, Ltd., Claude ... 73

SAUNDERS, LTD., H. A. ... 39
Scale Model Equipment Co., Ltd. ... 16
Scott, Ltd., Walter ... 40
Silencers (Bolton), Ltd. ... 76
Smith & Hunter, Ltd. ... 40
Smiths Motor Accessories, Ltd. ... 22
South Eastern Battery & Elec. Co. ... 73
Speedwell Gear Case Co., Ltd. ... 77
Standard Motor Co., Ltd. ... 21
Stewart & Ardern, Ltd. ... 33
Sutton's ... 73
Synthite, Ltd. ... 13

TANKARD & SMITH, LTD. ... 41
Telegraph Condenser Co., Ltd. ... 75
Thomas & Co., A. ... 74
Trico-Folberth, Ltd. ... 73
Truepoint Motor Accessories ... 6
Tubex Silencer Co. ... 73
Tungstone Products, Ltd. ... 4
Turf Motors of Frizinghall, Ltd. ... 40
Tyre Products, Ltd. ... 81

UNIVERSAL DAMPERS, LTD. ... 3
University Motors, Ltd. ... 38

WAKEFIELD, C. C., & CO., LTD. ... 20
Walker, J. J. ... 74
Weathershields, Ltd. ... 6
Wembley Court-Motors ... 39
Westinghouse Brake & Signal Co., Ltd. ... 79
West London Repair Co. ... 74
Wilcot (Parent) Co., Ltd. ... 12
Wingard, M. A., Ltd. ... 78


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